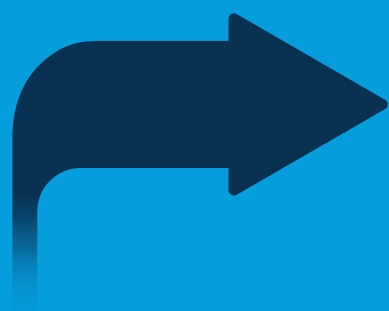


March 2023



Fenland Transport Strategy



If you would like a copy of this document either in Braille, large print or in other languages, please contact us, preferably by email: Transport.Plan@Cambridgeshire.gov.uk or telephone: 0345 045 5200

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Glossary and acronyms

AQMA	Air Quality Management Area
CCC	Cambridgeshire County Council
CPCA	Cambridgeshire and Peterborough Combined Authority
CPE	Civil Parking Enforcement
CRP	Community Rail Partnership
DfT	Department for Transport
EV	Electric vehicle
FDC	Fenland District Council
HGV	Heavy goods vehicle – a vehicle weighing over 3.5 tonnes
ICE	Internal combustion engine
LCWIP	Local Cycling and Walking Infrastructure Plan
LNRS	Local Nature Recovery Strategy – a new mandatory system of spatial strategies for nature established by the Environment Act 2021
LSTF	Local Sustainable Transport Fund
LTCP	Local Transport and Connectivity Plan
LTP	Local Transport Plan
NMU	Non-motorised user
NPPF	National Planning Policy Framework
ROWIP	Rights of Way Improvement Plan
RTPI	Real Time Passenger Information

S106	Section 106 of the Town and County Planning Act 1990. A legal agreement between an applicant seeking planning permission and the local planning authority, which is used to mitigate the impact of the development
Section 19 and Section 22 permits	Organisations that provide transport on a 'not-for-profit' basis can apply for permits under Section 19 or Section 22 of the Transport Act 1985. These permits allow the holder to operate transport services for hire or reward without the need for a full public service vehicle operator's (PSV 'O') licence.
SPD	Supplementary Planning Document
TA	Transport Assessment
TS	Transport Statement
ULEV	Ultra-Low Emission Vehicle

Introduction



This document provides both the strategic framework and action plan of schemes for improving transport, whilst addressing the wider challenges facing Fenland and beyond.



Introduction

Fenland District

Fenland is located to the North of Cambridgeshire covering an area of approximately 200 square miles, much of which is rural and sparsely populated (1.9 people per hectare 2021)¹ with diverse communities, each with different needs. The sub-regional centres of Cambridge (to the south), Peterborough (to the west) and King's Lynn (to the east) have considerable influence on the various parts of the district in terms of employment, education, retail and health provision. The major employment sectors in Fenland are within agriculture, food and drink industries and distribution.

Most of the population is located in four key towns, March, Wisbech, Chatteris and Whittlesey. The total population for Fenland at the 2021 Census was 102,500, a 7.6 per cent increase from 2011. Broadly, Fenland has seen higher population growth in the age groups of 50 years and over². The projected population growth for the district is shown in Figure 1, and there will be many transport challenges to ensure this growth is sustainable. Further information on the level of proposed growth in the district can be found in section 'Wider context and partnerships'.

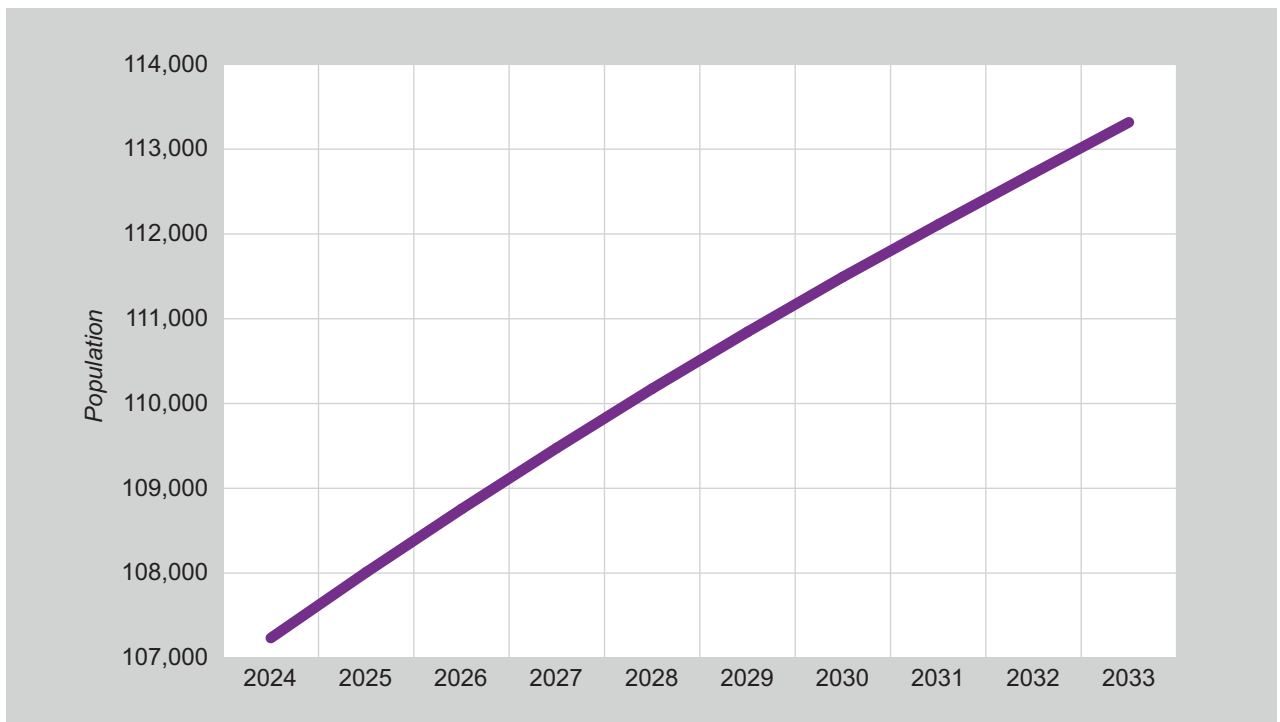
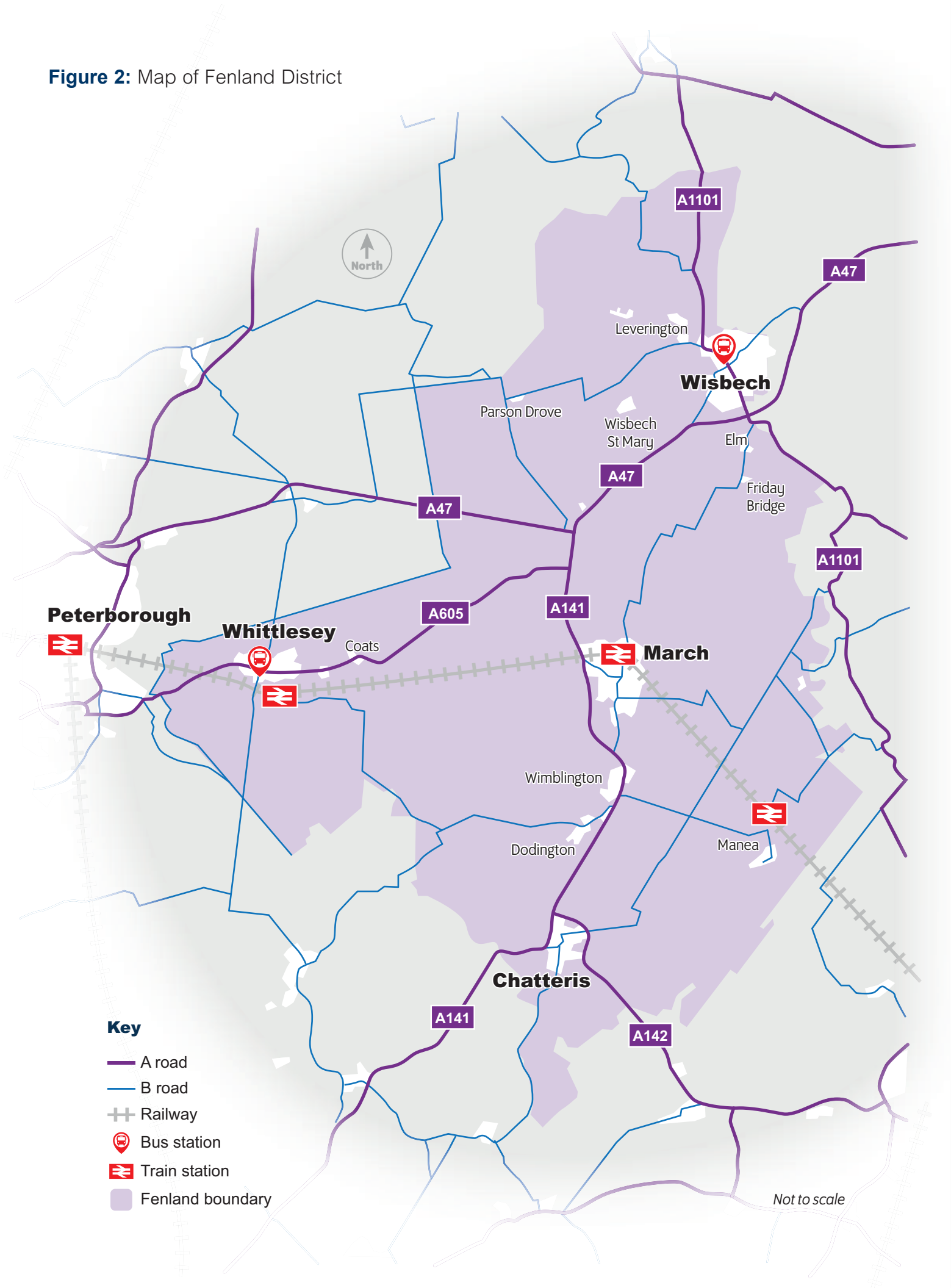


Figure 1: Fenland Population Projections, Source: Population Projection, *Cambridgeshire Insight*³

Figure 2: Map of Fenland District



Fenland's challenges – at a glance

There are many challenges, illustrated below, that affect Fenland, some of which are quite unique to the area. Together they pose a significant barrier to ease of access to key services for residents and workers. Changes to transport provision, both negative and positive, can significantly impact upon these challenges. Equally, the challenges people face has a subsequent impact on the provision of transport, creating a transport trap

resulting in transport poverty for many without alternative options.

These challenges are particularly acute in Fenland where there is a transport infrastructure deficit.

Access to key services is seen as the primary issue facing the district, and to fully understand the current situation, evidence from several different sources has been assessed. The main evidence base for this strategy is provided by the Accessibility Report. See section 'Accessibility in Fenland' for more detail.

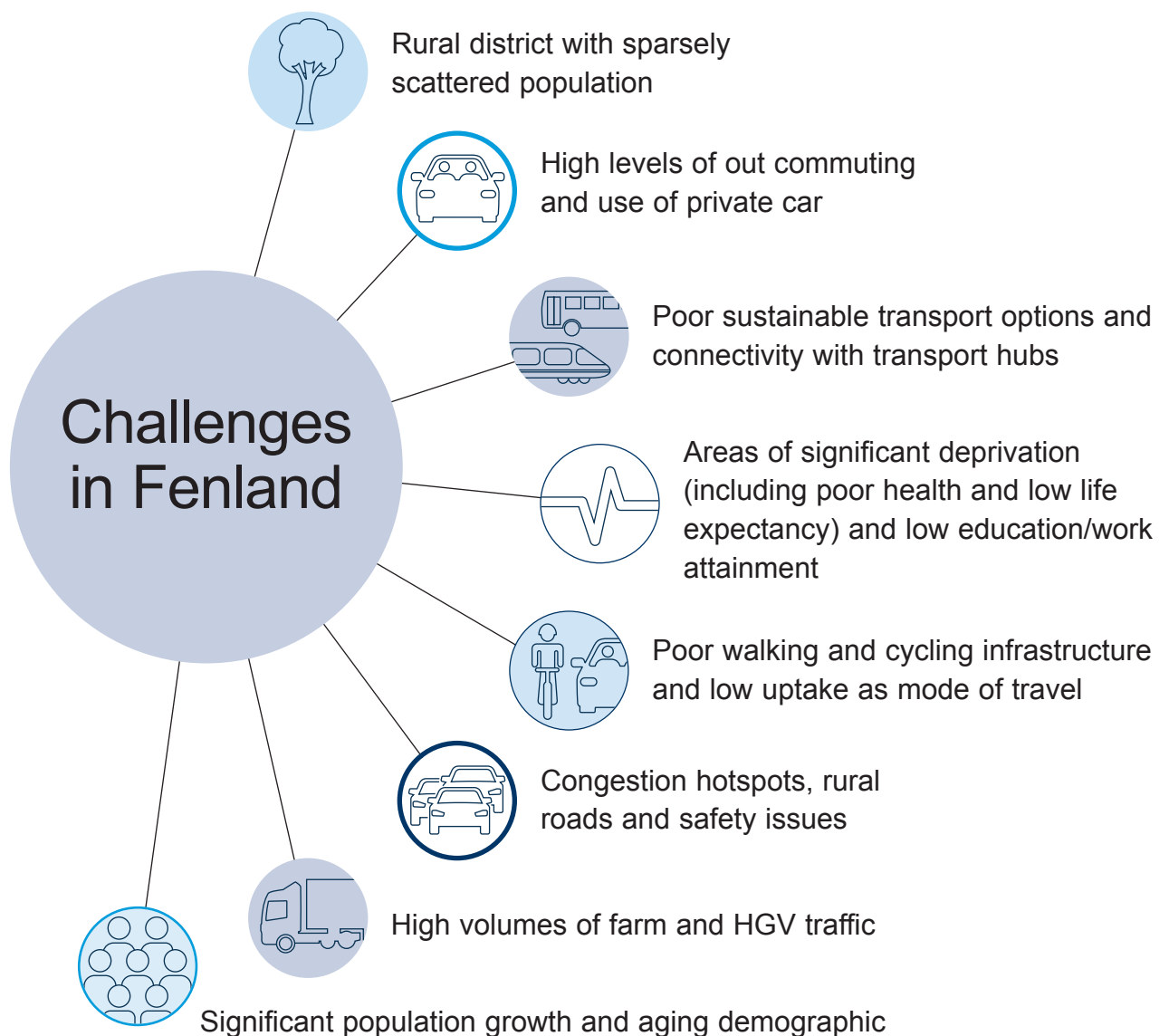


Figure 3: Transport challenges in Fenland

The CPCA draft LTCP highlights the following as the key transport challenges in the Fenland district.

Draft LTCP Key Fenland Transport Challenges

Access to opportunity

A lack of joined up public transport for communities limits opportunities for people to better themselves through work and education. This makes tackling inequality and poverty in the region harder.

Buses

Bus services have reduced a lot over the last decade. Services run mainly between towns, and do not run often enough to make it better than driving. Evening and weekend bus services are almost non-existent.

Lack of joined-up transport

Cycling and walking, buses, rail and community transport is not joined up, which means most people use a car to travel.

Car use

A very rural district and a lack of joined-up public transport options means that many people rely on cars. This in turn

cuts demand for public transport, increases congestion and puts people off cycling and walking because of the busy roads. It also increases pollution, harming health and carbon emissions. 20 per cent of residents do not have access to a car, so many people are cut off from job and education opportunities, as well as important services like healthcare.

Rail

March, Whittlesey and Manea have stations, but only March has an hourly service between Cambridge, Peterborough and Stansted. Early morning and evening services are almost non-existent, meaning people can't reliably use rail to go to and from work.

Road traffic

Fenland's main roads are rural, single-carriageway A-roads. Key junctions in and around the market towns suffer peak time traffic congestion, costing people and the economy time and money.

The above shows there is clear alignment on the key transport challenges in Fenland.

Funding will be required to address the challenges. More information on funding is provided in section 'Funding'.

Opportunities

Whilst Fenland has its challenges there are opportunities that can be considered when improving transport and accessibility in Fenland. These include the following but are not limited to this list:

- There are three railway stations in Fenland providing access to the rail network for some residents.



- > There is potential for new technology to assist in addressing transport challenges in Fenland. For example, e-bikes may have a role to play in helping people cycle longer distances, noting that not all options will be suitable for everyone.
- > There is a strong community transport provision covering the district, providing an important travel option to many residents who do not drive and have mobility issues.
- > Flat terrain and low level of rainfall makes active travel easier and more attractive for users.
- > The approach to improve walking and cycling creates a more accessible transport system for more people including those on lower incomes and those without access to a car.
- > Increased active travel can assist in addressing wider health issues such as obesity, diabetes, cardio vascular and mental health conditions. More information is available in the [Joint Strategic Needs Assessment \(JSNA\) themed report Active Transport⁴](#).
- > The market towns within Fenland are compact with generally good permeability between different areas allowing for improved connectivity.
- > There is generally a greater public willingness to embrace walking and cycling linked to the COVID-19 pandemic which saw increases in use of these modes.
- > The National Cycle Network⁵ has two routes in Fenland. Route 63 which connects Peterborough, Whittlesey, March and Wisbech and Route 1 which connects Wisbech with King's Lynn.
- > There are three long-distance walking routes that go through Fenland – Nene Way, Hereward Way and the Greenwich Meridian Trail.

Strategy scope

The purpose of this transport strategy is to:

- > address known, current and future transport issues in the district of Fenland
- > be consistent with the overarching transport vision and policies set out in the Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP)
- > provide the transport vision and detailed policy framework and action plan of transport schemes for Fenland to address the specific current and future challenges identified
- > support the Fenland Local Plan and take account of the committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth
- > acknowledge the role transport has in working towards achieving the wider aims and objectives of the CPCA, CCC and FDC in improving the health, wellbeing, inclusivity, safety and future prospects of Fenland residents, as well as the long-term environment targets and future economic prosperity of the area.

This strategy covers the district of Fenland but also considers the transport corridors beyond the district boundaries. In addition to the detailed consideration of the Emerging Local Plan period to 2040, the strategy looks beyond this, and considers how the transport network and trip making patterns may develop in the longer term.

Many of the measures in this strategy are intended to help facilitate and support new development. As such, developers will be expected to contribute to the delivery of the strategy measures by way of contributions through the appropriate channels, namely through the Development Contributions SPD (Supplementary Planning Document) and Section 106 (s106).

Fenland District Council have launched a guide to help explain the transport planning process. The guide was developed with the Hereward Community Rail Partnership in collaboration with Cross Country Trains. The [Transport Planning Guide for Local Communities⁶](#) is available online.



Recent projects

There have been many projects that have been developed or delivered in recent years across Fenland.

- > **King's Dyke crossing** – a new scheme was required to allow for housing and job growth within Whittlesey, and to reduce journey times along the route. This scheme was opened in July 2022.



- > **Wisbech Access Strategy** – a package of individual transport schemes that aim to improve the transport network in Wisbech to support future housing and job growth. An initial phase of a short-term package of schemes received funding for further design and delivery. Other identified schemes are included within the Action Plan.

- > **March Area Transport Study** – a study to identify potential transport infrastructure improvements to make travel easier around March. With a focus on congestion hotspots, several larger schemes have been developed to aid future growth to the area, supported by the implementation of a package of quick-win schemes and wider Broad Street public realm improvements secured through a successful Future High Street Fund bid.
- > **Fenland railway improvements** – the Fenland Rail Development Strategy 2012, action plan and railway station masterplans have resulted in secured funding for several improvements at Manea, March and Whittlesea railway stations. Significant improvements to March station platform 1 was completed in 2022.
- > **A47 Guyhirn junction improvement** – a £17m scheme delivered by National Highways, with the aim to reduce congestion, improve journey times and increase safety, was completed in March 2022.

Accessibility in Fenland



Poor access to key services in Fenland has been a long-term issue. An updated assessment of the current transport challenges faced in Fenland and the extent of transport poverty was required to support the development of the Fenland Transport Strategy.



Accessibility in Fenland

Population growth, combined with a general trend in declining public transport services, lack of walking and cycling infrastructure, private car ownership and low wage economy levels has meant that access to services is the foremost issue in the district for residents. Public health and availability of opportunities (employment and education) in Fenland both influence and are affected by the accessibility of services.

To gain a current understanding of the extent of the situation, an [Accessibility Report](#)⁷ was undertaken to provide the evidence base to the strategy. The report collates previous research conducted in 2006 as a baseline, research between 2006 and 2020, and an audit of the current situation, focusing on the following categories:

- > Accessibility to hospitals
- > Accessibility to market towns
- > Accessibility to education
- > Accessibility to bus services
- > Accessibility to rail stations

Summary of the key findings of the Accessibility Report

The main highlights of the Accessibility Report are as follows:

- a. Accessibility to and from Fenland is more challenging now than in 2004–2006 and is the worst affected area in the country for transport poverty. This is largely due to:
 - > more limited bus services, for example, Chatteris has seen a significant reduction in bus services between 2010 and 2020. From being one of the most accessible places in Fenland, acting as a transport hub for the district, to having much reduced and typically infrequent bus service provision
 - > health policies around centralising medical services, for example, policies such as NHS choice. It is noted that the model of delivery has changed since the accessibility report was written with more services being delivered locally
 - > location and access to higher education courses, specifically access to the right course.
- b. There is high dependency of travel by private car to access key services, increasing the gap in accessibility and opportunity for residents without access to a car.
 - > Twenty per cent of all households in Fenland do not have access to a car. This amounts to around 20,000

people and is a statistic that has remained static over the last two decades.

- > Levels of walking and cycling in Fenland are low compared to county averages, and also slightly below the average for England. This lack of alternative travel option supports the dependency of travel by car, and the subsequent isolation of non-car users.
- > The least accessible places in 2006 and 2020 are typically smaller settlements that are geographically located in more isolated places where alternative transport provision is most challenging to provide.

The report has also identified recent improvements or opportunities that, if not available, would significantly worsen the existing transport poverty in Fenland:

- c. The importance of the railways in Fenland offering shorter journey times, for example, the success of improving accessibility to and from Manea following train service improvements – from one of the least accessible places to one of the most accessible (for those who are able to use train services).
- d. The extent to which community transport is supporting improved accessibility. This includes dial-a-ride and community car schemes along with befriending clubs and, during the COVID-19 pandemic, the shopping service.
- e. The importance of the community hospitals in Fenland, especially given the longer distances to specialist hospitals.

- f. Digital connectivity has significantly improved across the district and offers further opportunity for remote access to services, reducing the need to travel for many services. However, the significance of this will be dependent on level of use (due to affordability, availability or ability to use the services) and will not replace the need, and desire, to travel.

Improving accessibility in Fenland

Addressing accessibility is critical to addressing wider social and economic issues that exist within Fenland, such as poor educational attainment and access to employment. The following specific improvements have been identified:

- > The importance of planning policy and the settlement hierarchy: policies to encourage basic services (e.g. shops in smaller communities) and significant development in more accessible communities.
- > Improving access to Doddington Hospital given its more isolated location.
- > Proximity to bus stops: significant work has been undertaken to ensure that as many households as possible are within 400 metres of a bus stop. However, changes to bus services and frequency of bus services impacts on the effectiveness of this approach.
- > Providing evening and weekend travel for people who do not have a car.
- > Developing interchanges: interchanges are needed to get people living in smaller communities to town centres and for further onward travel.

- > The need for a different approach to the provision of bus services: rural areas will always have limited or no competition of services. Greater flexibility and the opportunity to link bus and community transport services is needed. This will be explored further as part of continued work by the CPCA Buses Reform Enhanced Partnerships and Franchising.
- > Murrow remains one of the least accessible places in Fenland – the challenge of improving accessibility typically relates to smaller settlements that are geographically located in more isolated places which needs to be addressed. Previous attempts to provide solutions, including increased bus services, have been unsuccessful, therefore alternative approaches are needed.
- > Improving walking and cycling levels: this is essential to improve accessibility but also for improving health, another inequality that is highlighted for Fenland.
- > Improving walking and cycling infrastructure and information.
- > Ensuring the opportunities that digital connectivity can bring are maximised for all, and options to reduce the need to travel longer distances are explored, e.g., mobile libraries, mobile banks and IT training for the community.
- > Ensuring services are suitable for the diverse needs of the communities.

Stakeholder feedback

To adequately take the report forward, it was felt that the views and knowledge of key stakeholders would be important. They were therefore asked to review and provide comments on a draft version. In total there were 16 responses, and the report was updated to reflect the comments that had been received.

In summary, comments received were generally supportive of the report and highlighted specific accessibility difficulties. These included that accessibility to bus and train services was very much affected by personal circumstances as well as physical infrastructure and transport operator staff training.

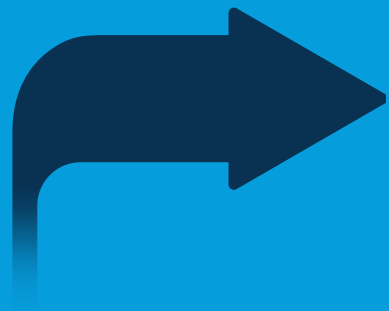
Other comments are listed below which were addressed in the final version:

- > Access to hospitals for specialist services.
- > Access to colleges and further/higher education courses.
- > Transport services at key times, e.g., for access to work or education.
- > Transport services in the evenings and weekends.
- > Some information related to bus services needed to be updated.
- > Some information related to community transport needed to be updated.
- > The term ‘accessibility’ and the different meanings people placed on it were highlighted.

Report summary

This Accessibility Report has concluded that the following key themes should be considered within the Fenland Transport Strategy:

Vision and objectives



Having a long-term transport vision for Fenland will ensure future decisions support the journey to a healthier, safer, more prosperous future for those who live and work in Fenland.



Vision

To prioritise and develop a connected, safe and inclusive transport network in Fenland. A network that will enable more people to access employment, education, healthcare and everyday services by a range of transport modes. There is a key focus on active or sustainable travel to improve opportunities, the health and wellbeing of Fenland residents and the environment they live in, now and for future generations and assisting with levelling up the Fenland district.



Good transport options are essential for people to get to where they need to go to access everyday services such as local shops, medical centres, places of education and work, as well as access to hospitals, leisure and recreational facilities which are important for physical and mental health and wellbeing.

'Levelling up' is described in the government 2022 White Paper⁸ as, "While talent is spread equally across our country, opportunity is not. Levelling up is a mission to challenge, and change, that unfairness.

Levelling up means giving everyone the opportunity to flourish. It means people everywhere living longer and more fulfilling lives and benefitting from sustained rises in living standards and well-being." Developing an inclusive transport network that enables access to employment, education and health care will be vital in delivery of levelling up.

This strategy will seek to rebalance the transport choices in Fenland by prioritising sustainable transport options such as bus services and access to rail stations and developing an attractive active travel network that can become a viable option for local journeys to enable access to key services, jobs, education and leisure.

As a rural district with limited public transport and active travel options, people currently rely on cars for most trips. However, 20 per cent of Fenland residents do not have access to a car. Whilst the strategy acknowledges the current dependence on use of a private car, it aims to provide viable alternatives in line with the CPCA LTCP, Cambridgeshire County Council strategic priorities, net zero targets and declaration of a climate emergency. The policies and schemes in this strategy aim to reduce car dependency and increase demand for public transport, reduce congestion and make walking and cycling more attractive.

It is vital that all transport schemes consider the impact of road safety on all users. For example, a junction improvement needs to consider the safety impact it will have on both motorists and non-motorised users. This will help deliver the Vision Zero's partnership objective that,

No human being should be killed or seriously injured as the result of a road collision.

More detail around road safety is provided below in section 'Policies'.

Currently, the county's transport network can limit people's access to key services and amenities, particularly in areas with limited public transport options. This strategy will aim to address access barriers, help expand people's travel choices through a more connected, joined-up approach, enhance and improve network facilities, and make daily journeys as easy as possible. This will be achieved by ensuring our network supports and contributes to accessible, inclusive and integrated journeys which are safe, secure, comfortable and attractive.

There is further significant planned growth across the district, as detailed in the Fenland Local Plan May 2014 and the Emerging Local Plan⁹ (see Wider context and partnerships section below). This transport vision will support the Local Plan to achieve sustainable future growth and reduce the negative impacts growth can have on individuals and the wider environment.

Sustainability has three strands – social, economic and environmental. It means meeting the needs of the present population without compromising the ability of future generations to meet their own needs. In order to achieve this, many different competing priorities and issues need to be balanced.

Objectives

The objectives on the following page will seek to achieve the transport vision for Fenland, focusing on how improved access will impact the wider outcomes and quality of life of those who live and work in Fenland.

These objectives have been developed through local member engagement, considering the significant challenges facing the district, as well as wider County Council priorities.

Links to other objectives and visions

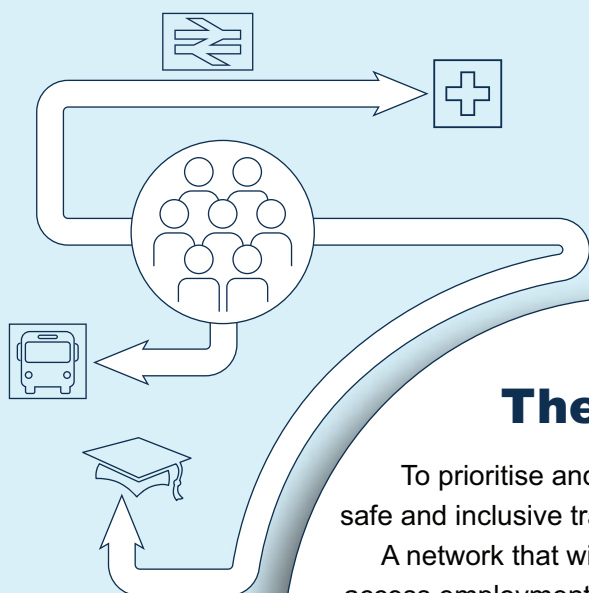
It is important that the vision and objectives of the Fenland Transport Strategy work towards the wider strategic aims of all the partner organisations, as well as the transport priorities for the region as set by the CPCA through the LTCP. The following section highlights the vision and key objectives from such key documents and shows how they are aligned with the Fenland Transport Strategy Objectives.





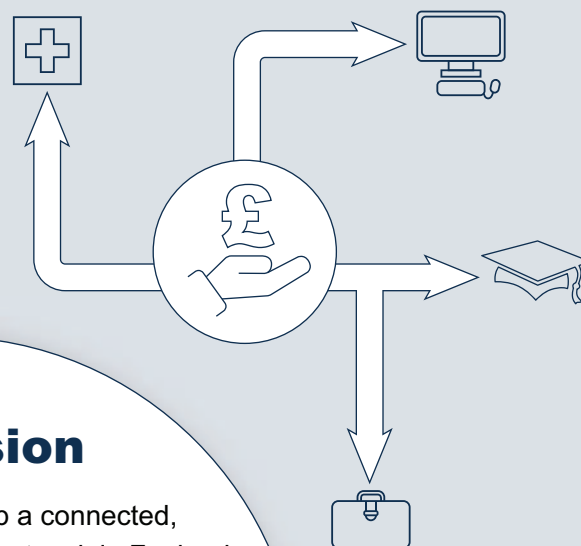
Objective 1

Reduce the impact of rural isolation on the day-to-day life and future prospects of Fenland residents by developing better access solutions to key services and facilities.



Objective 2

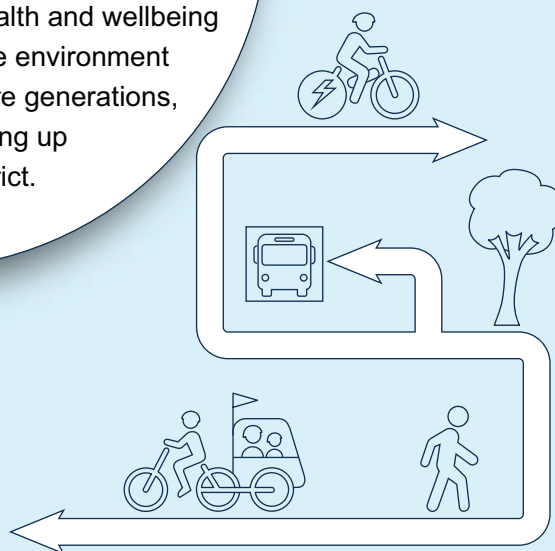
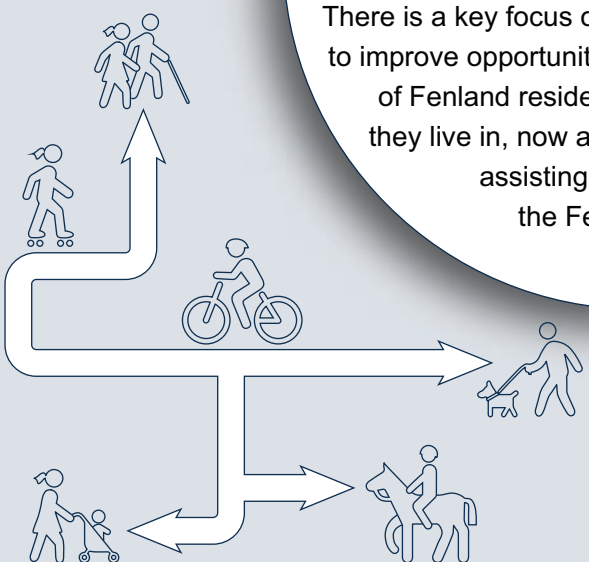
Support the needs of the local economy by developing better connectivity to places of education, retail, employment and healthcare.



The Vision

To prioritise and develop a connected, safe and inclusive transport network in Fenland. A network that will enable more people to access employment, education, healthcare and everyday services by a range of transport modes.

There is a key focus on active or sustainable travel to improve opportunities, the health and wellbeing of Fenland residents and the environment they live in, now and for future generations, assisting with levelling up the Fenland district.



Objective 3

Enable residents to live fit and healthy lifestyles, as they are able, by developing and promoting a connected, safe and viable active travel network and improving wellbeing.



Objective 4

Meet the challenge of climate change and enhance the natural environment by encouraging people to travel more sustainably.

Figure 4: Vision and objectives

Draft CPCA Local Transport and Connectivity Plan (LTCP) vision and objectives:

A transport network which secures a future in which the region and its people can thrive.

It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region.

Comprehensive connectivity, including digital improvements, will support a sustainable future for our region’s nationally important and innovative economy.

Draft LTCP key aims and objectives

Supporting the vision are key aims and objectives which will guide our transport future.

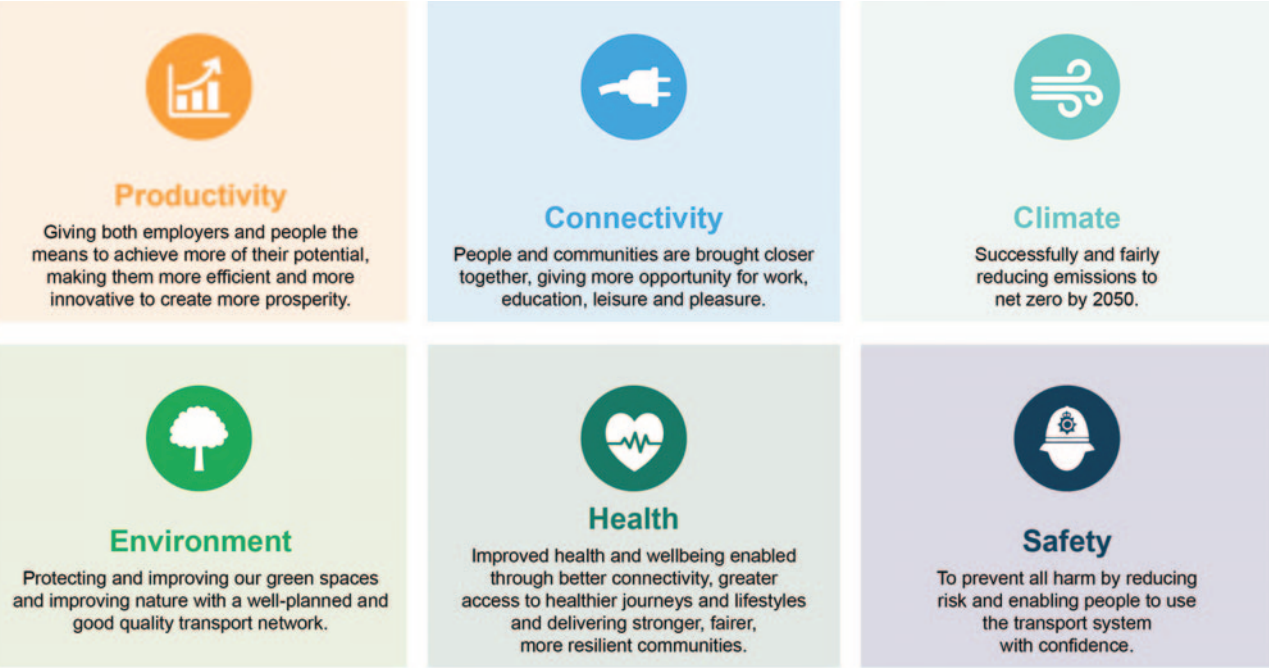


Figure 5: Draft LTCP key aims and objectives

The draft LTCPs approach to better transport in Fenland is summarised below:

New Wisbech rail link

An innovative rail or ultra-light rail option to better connect Wisbech to onward journeys. It will be reliable, regular and be a better choice than the car.

Cut road bottlenecks

Work on improvements to the A47 have started, including looking at how to address capacity limits on the road. Improvements to busy junctions in Wisbech, better transport in March and the completion of the King's Dyke crossing at Whittlesey will help cut congestion.

More cycling and walking

Fenland District Council adopted its Walking, Cycling and Mobility Aid Strategy in November 2021. This will improve walking and cycling in towns and villages and between the main towns.

Accessibility plan

Fenland District Council and Cambridgeshire County Council are developing a Fenland Transport Strategy, to find out exactly where transport is poor and then develop solutions.

More public transport

Support more frequent bus services between key routes – Wisbech, Whittlesey, March, Chatteris, Peterborough and King's Lynn. Ensure that these services are properly joined up and are also supported with community transport services like those offered by FACT and new Uber-style services.

Regeneration of Fenland rail stations

Better facilities for users to encourage more people to use the train.



Cambridgeshire County Council Strategic Vision and Corporate Priorities¹⁰

Strategic Vision

Creating a greener, fairer and more caring Cambridgeshire.

Corporate Priorities

The five Corporate Priorities are our key areas of focus which drive and direct the council to achieve its vision. The five priorities are listed below with the relevant details highlighted.

1 Environment and Sustainability

We are committed to tackling climate change and sustainability, so we will ensure all spending and investment decisions consider net zero to reduce carbon emissions, and environmental criteria have equal weight with social and financial criteria in all our contracting.

2 Health and Care

We are committed to ensuring people in Cambridgeshire enjoy health, safe and independent lives.

3 Place and Communities

We are committed to ensuring communities are inclusive, creative and equitable.

4 Children and Young People

We are committed to ensuring children and young people have the opportunity to thrive.

5 Transport

We are committed to enabling safer and sustainable travel around the country, so we will:

- > invest more in road, footway and cycleway maintenance as well as routine gully clearance
- > undertake consultation with communities openly and transparently on highway projects that affect them
- > encourage more residents to make use of active and sustainable travel options
- > support infrastructure development and securing safe routes and connections for pedestrians and cyclists
- > work in partnership with local communities to make the option of 20 mph zones more widely available and easier to obtain.

Fenland District Council Corporate Priorities¹¹



Figure 6: Fenland district council corporate priorities

Policies



The policies outlined in this section address the accessibility challenge of those living and working in Fenland.

They also provide the framework which should underpin any transport improvements in the district.



Our policies

This Transport Strategy for Fenland is designed to complement, reflect and align with a range of plans and strategies and contribute directly to a whole range of policy outcomes. These include health and wellbeing, equality and inclusion, climate and environment and sustainable growth. The policies included are designed to contribute directly to achieving the transport vision and objectives but align with wider policy outcomes.

This section sets out the policies of the Highway Authority for Cambridgeshire (Cambridgeshire County Council) in collaboration with Fenland District Council (although numbered all policies have equal weight). They align with the Local Transport and Connectivity Plan, the responsibility of Cambridgeshire and Peterborough Combined Authority as Transport Authority (CPCA), who set the overarching transport vision for the

region. The CPCA have responsibility for some of the key issues included within these policies, such as bus service provision and community transport.

Therefore, the success of the strategy relies on achieving a strong partnership approach between all partners, working collaboratively with key organisations and developers to influence the step change needed to implement the strategy. The policies are intended to provide a robust framework which may be referred to by our partners, in particular through the planning and development process, and adhered to by all parties where required.

The following policies set out the overarching approach and key principles of the Fenland Transport Strategy. It should be noted that these policies do not cover how CCC maintains the highway network, including the active



travel network. More information is provided on how maintenance is carried out under the road network section.

Policy FTS1: Overarching policy approach: Improving transport accessibility

The transport network in Fenland will be developed and improved with a focus on providing sustainable access to key services and facilities both within the district and across district boundaries. In the shorter term the private car will continue to play a role in some people's access to key services. However, improvements will be prioritised to people's access to retail, education, employment and healthcare through well connected and integrated active travel and public transport provision, providing a vital and viable transport option other than the private car.

Linked to objectives    

Policy FTS2: Supporting sustainable growth

The transport network will be developed in line with the strategy approach and objectives, to provide the travel capacity necessary to accommodate levels of planned growth in Fenland while protecting the area's distinctive character and environment.

New development will be required to make provision for integrated and improved transport infrastructure to ensure that most people can travel by foot, bicycle or by passenger transport to key services and facilities.

Access by walking, cycling and public transport will be considered in all new developments, ensuring that planning contributions are sought for transport

improvements where appropriate. It is noted that the viability of some development sites in Fenland can be challenging and there are competing things that require funding from a limited amount of funding. It is, however, vital that new developments provide safe and sustainable travel.

Key references:

- > Cambridgeshire's Active Travel Strategy for Cambridgeshire
- > Active Travel Toolkit for New Developments

Linked to objectives    

Policy FTS3: Applying the road user hierarchy

An important part of embracing active travel is putting those who walk or cycle at the top of our transport user hierarchy. The 2022 updates to the Highway Code put more emphasis on protecting the most vulnerable users of the road network, including horse riders. The road user hierarchy, as illustrated overleaf, is based on Manual for Streets¹² (DfT, 2007) and puts active transport modes at the top of the road user hierarchy. The inclusion of equestrians reflects the need to consider all vulnerable non-motorised users such as horse riders in all transport schemes, ensuring they are provided for where appropriate on a scheme-by-scheme basis and are not adversely impacted.

The road user hierarchy should be considered alongside the 'Place' and 'Movement' concept set out in the LTCP that will identify the suitability of any new or improved transport scheme within a specific location and should be referred to alongside this policy.

Linked to objectives    

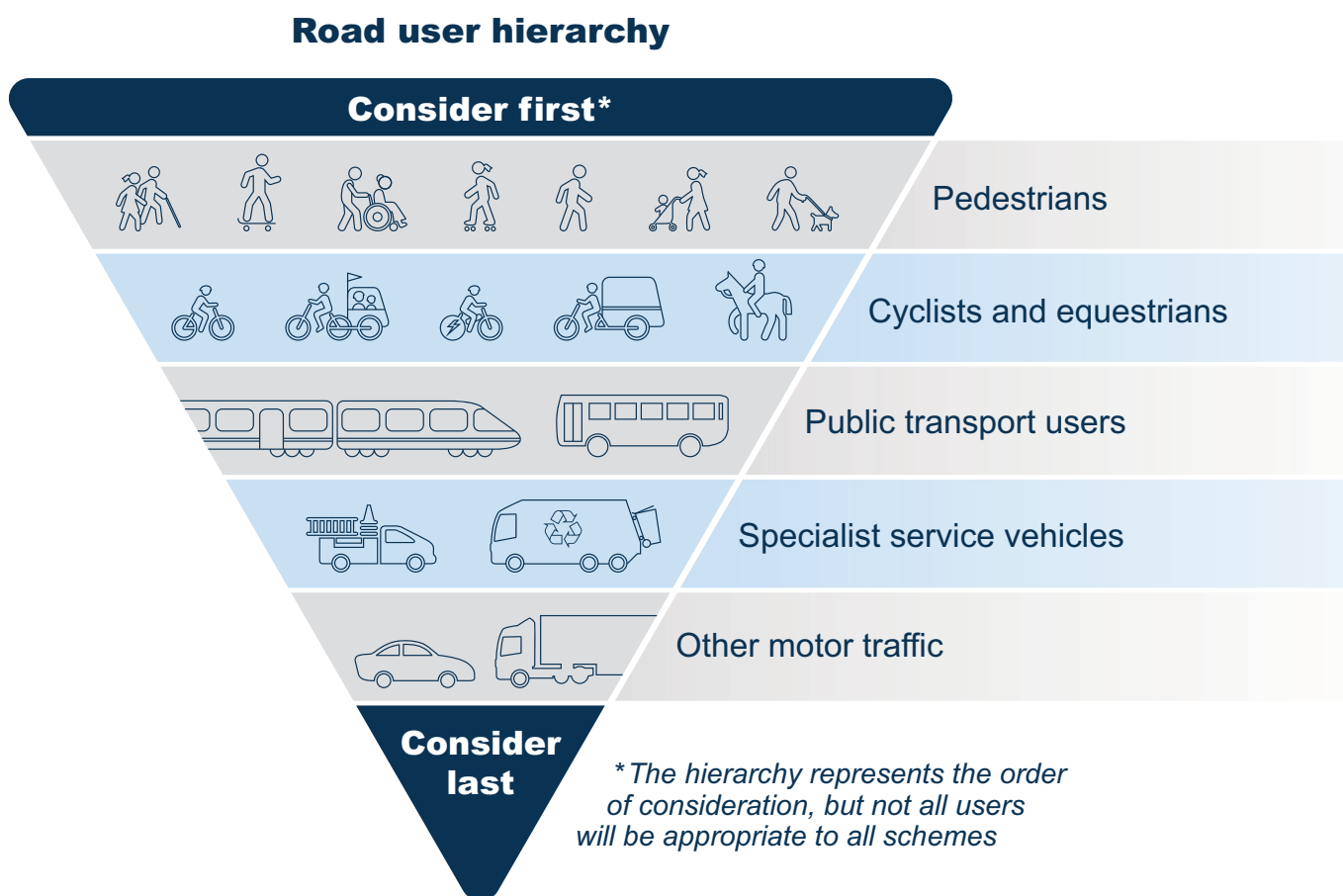


Figure 7: Road user hierarchy

Policy FTS4: Improve the integration of all modes of transport and provide good connectivity between them

Integration of transport modes is essential to provide the connectivity that is key to accessibility to a wide range of destinations and services. Many journeys require more than one mode of travel, in particular longer journeys that may involve connections with bus or rail services, for example driving or walking to a railway station. A more joined-up approach will need to be achieved to make journeys by sustainable modes an attractive option.

Ensuring that safe routes are provided where journeys to transport hubs are easily undertaken on foot or by bike will open up travel options for those who do not have access to a car and increase

the opportunity to travel entire journeys by sustainable modes.

Linked to objectives

Policy FTS5: Collaborative working with partners on delivering transport objectives

The County Council will work collaboratively with the Combined Authority, Fenland District Council, Hereward Community Rail Partnership, Fenland Transport and Access Group and other relevant organisations to design and deliver high-quality transport schemes and projects that support the objectives of the strategy. Funding opportunities will be sought to develop and deliver these schemes and projects, either directly funded by partner

organisations, as part of a funding package with multiple partners, or collaboratively through future government funding bids.

Linked to objectives    

Policy FTS6: Seek to influence and work with planning authorities to co-locate housing and services/facilities to reduce the need to travel long distances and safeguard land for transport schemes

The successful implementation of the transport vision for Fenland will be partially dependent on the approach to growth and the implementation of the Fenland Local Plan. So not to exacerbate the existing accessibility challenges facing those who live and work in Fenland, housing and employment growth will be best placed in market towns as stated in the existing Fenland Local Plan (2014):

Fenland Local Plan – Our Vision

Statement: *Growth will be focused on our four market towns. But villages will not be left behind, with appropriate and sensitive development being permitted to ensure they remain thriving local communities.*

An approach that diverts away from this focus, including the Emerging Fenland Local Plan, would need to ensure significant improvements to access to any new growth site, either housing or employment, through the design of such development, ensuring sustainable connectivity to the wider network. This includes consideration of cross-boundary connectivity where appropriate.

Sometimes there is value in safeguarding land for key transport infrastructure and routes. We will work with the planning authority through the

local planning process to investigate safeguarding land for schemes when appropriate. Potential schemes for the consideration of safeguarding include: Wisbech rail reconnection, Wisbech Access Strategy schemes, A47 improvement and March Access study schemes.

Linked to objectives   

Policy FTS7: Negotiate with developers to ensure the provision of sustainable transport options as part of new developments

A comprehensive approach will be applied to secure the provision of new and improved transport infrastructure, in a timely manner to ensure that accessibility is maintained, additional connectivity is established, and the impact(s) of developments are addressed, in line with this strategy approach.

Developers will be required to make provision to mitigate both the site specific and network impacts of their planning proposal. Mitigation measures will be secured by direct improvements carried out by the developer and through a Section 106 (s106) agreement.

The nature and scale of mitigation/contributions will be determined by the scale and type of development, as well as the transport impact and demands this places on the site and the local network, in line with the overall approach of this strategy.

It is noted that the viability of some development sites in Fenland can be challenging and there are competing things that require funding from a limited amount of funding. It is however vital that new developments provide safe and sustainable travel.

Key references:

- > Cambridgeshire's Active Travel Strategy
- > Active Travel Toolkit for New Developments
- > Fenland Walking, Cycling and Mobility Aid Strategy¹³
- > Fenland Rail Development Strategy 2011–2031¹⁴

Linked to objectives   

Policy FTS8: Transport Assessments

Transport Assessments (TA) will be required to support any planning application that produces a net increase of approximately 500 person trips (by all transport modes) per day. For smaller-scale developments a Transport Statement (TS) will generally be required. However a full TA may also be required if the development falls below this threshold but there are other local issues that might need to be addressed.

Early engagement with the local highway authority is strongly advised to agree the scope of the TA or TS and ensure that all the required data and information is provided when a planning application is submitted.

For larger sites, it is expected that robust land use and transport modelling will be undertaken to assess not only the specific impact of the development but the cumulative impact of the proposal on the surrounding transport network. The detail of this would need to be discussed and agreed with the Local Highway Authority.

CCC Transport Assessment¹⁵ guidelines provide more information on development planning.

Linked to objectives    



Active travel

‘Active travel’ includes walking, cycling and associated modes of travel, such as by wheelchair, adapted cycle, cycle freight, e-bike, mobility scooter and using pushchairs and push scooters. Other non-motorised users (NMU), such as equestrians, need to be considered when developing or improving the active travel network as well as links to the wider green network.

Improvements to active travel provision would provide an affordable means of travel for Fenland residents who do not have access to a car. Increased take up of active travel would also have wider beneficial impact on the high level of inactivity of Fenland residents and subsequent physical and mental health issues.

Safety is a particular barrier to those who would otherwise choose to walk or cycle more. The rural roads, long routes and inadequate existing infrastructure in Fenland will need to be addressed to make walking and cycling a safer and more appealing travel option.

Issues with congestion and air pollution, the risks associated with inactive lifestyles on people’s health and wellbeing, as well as the more globally significant impact of carbon emissions, means there is a need to reduce the number of journeys made by car in Fenland and beyond. Therefore, the need to enable and encourage more people to make more journeys by active travel modes, particularly for shorter

local journeys, is a significant target at a national and local level.

Cambridgeshire’s Active Travel Strategy¹⁶, and the Fenland Cycling, Walking and Mobility Aids Improvement Strategy¹⁷ (FDC, 2021) provides the detailed local policy approach for active travel, with the aim to increase mode shift from private car and should be read in conjunction with the policy below. The Cambridgeshire Rights of Way Improvement Plan (ROWIP 2016) is a statutory document that sets out how the public rights of way network, for which the County Council is responsible, will be managed and improved. Its scope includes all NMUs including equestrians, and although it contributes significantly to active travel objectives, it also has a more wide-ranging purpose including recreational needs of users on the network. The ROWIP should be considered in conjunction with this strategy. The Cambridgeshire Active Travel Design Guide sets out how all users are considered appropriately as active travel schemes are designed and delivered.

Policy FTS9: Delivering an integrated cycle and walking network

The overarching approach to active travel is set out in Cambridgeshire’s Active Travel Strategy. This strategy provides a more detailed approach for the Fenland area.

Cycling and walking provides a sustainable alternative mode of travel for the many short local journeys that are currently made by car. It can also be the best option for linking with public transport routes as part of a longer journey. With the availability of e-bikes and an improved active travel culture, walking and cycling have an important role to play in achieving the vision and objectives of the strategy. It is acknowledged that a 'one size fits all' approach will not work in Fenland, and improvements to active travel provision will need to work alongside a continued need for use of the private car until viable alternatives become established. A different approach may be needed in different areas of the district due to the variations across Fenland. The requirements of a walking and cycling network differ in a market town when compared with villages and connections across the district.

Walking, including travel by wheelchair, pushchair or mobility aid is a cheap and readily available form of travel for most able-bodied people. With improvements to footways and implementing a [Healthy Streets Approach](#)¹⁸ (see Figure 8) across the district, 'walking' should be inclusive and safe for all.

Cycling, including other wheeled modes such as adapted cycles, e-cycles and cargo bikes, requires more equipment but offers a more affordable transport option than the cost of owning and running a car. Developing new and improving existing cycle routes can encourage increased take up of cycling for the many local journeys currently made by private car.

Enabling increased levels of safer walking and cycling is important in achieving the vision as it provides a viable transport option to many people who do not own a car or have access to a public transport route, excluding them from the many services and facilities needed for a good quality of life. Also, when safe and pleasant infrastructure is provided to allow for journeys to be made to school by foot or cycle, it can reduce congestion, dangerous parking and manoeuvres and poor air quality around schools.

There are significant personal benefits through living more active lifestyles, a particular challenge facing the population of Fenland, as well as wider benefits to the environment.



Figure 8: Healthy Streets Indicators

The capacity, quality and safety of walking and cycling networks will be increased to enhance and promote sustainable, healthy and active travel. The highest possible standard of cycling and walking infrastructure appropriate to a location will be pursued in line with Cambridgeshire's Active Travel Strategy, Cambridgeshire's Local Cycling and Walking Infrastructure Plan (LCWIP) and the Fenland Cycling, Walking and Mobility Aids Improvement Strategy.

Every new development should consider the Active Travel Toolkit for New Developments, to ensure early consideration of active travel infrastructure during both the design and construction phases of planning and development. Increasing the safety of those traveling by active modes is key to keeping people safe as well as attracting new users.

Linked to objectives  



Public transport

Public transport can provide a sustainable alternative to the private car for longer journeys that would not be possible by walking or cycling. Public transport provision in Fenland is currently poor, with a limited network of bus and rail services which are not joined up.

Bus services nationally have been in decline, alongside falling patronage. There are many reasons for this, primarily the high cost of operating bus services, especially in rural areas, and low usage renders them commercially unviable. The COVID-19 pandemic has exacerbated the situation further. Therefore, over a number of years bus services in Fenland have been withdrawn or timetables reduced, and previous hubs for bus services, such as Chatteris, have been left with a much lower level of provision, and some villages with no service at all. Community transport schemes have provided an alternative for the many people who have no alternative, but the private car has become an essential lifeline for many Fenland residents to be able to access the services they need.

There are three rail stations in Fenland at Whittlesea, March and Manea that provide longer distanced journeys to Peterborough, Ely, Norwich and Ipswich, and connections to much of England and beyond. However, frequency of service is low as are hours of operation and does not provide the more local connections that would provide more

opportunities for travel within Fenland and neighbouring areas.

Taxis play a role in transport across the Fenland district and assist people in accessing education and key services. Fenland District Council is responsible for licensing both hackney carriage (can be hailed on the street) and private hire (requires prebooking) vehicles and drivers.

Policy 15 below states that we will work with taxi companies to transition to ULEVs. More information around taxi licensing is available on Fenland District Council's website.

This strategy addresses these issues through seeking a step change in provision, influencing partner organisations to implement identified and future improvements. Working with CPCA as Transport Authority will be essential, in particular for bus service improvements for which they are responsible.

Policy FTS10: Collaborate with the CPCA as Transport Authority and other key partners and stakeholders to improve bus services and infrastructure

Cambridgeshire and Peterborough Combined Authority as Local Transport Authority is primarily responsible for improvements to bus services across Cambridgeshire. The Draft Cambridgeshire and Peterborough Bus Strategy (draft 2022), a child strategy of

the LTCP, reflects the wider national policy aspirations of Central Government through the National Bus Strategy: Bus Back Better (2021). It will look to franchising and/or enhanced partnerships to deliver a modern, integrated transport system across the area, which will have a significant impact on improving accessibility in Fenland. This will include considering other types of provision as an alternative to conventional fixed route bus services. In rural areas, options such as demand responsive transport and community transport provision will be part of the solution. The draft Bus Strategy for Cambridgeshire and Peterborough states:

The vision is for a comprehensive network of bus services across Cambridgeshire and Peterborough that people find convenient, easy to use, reliable and good value for money, that is inclusive and offers a viable alternative to the car.

The County Council and Fenland District Council will support improvements to bus services and supporting infrastructure that will improve sustainable access for residents and workers across Fenland. Given the complexities of how bus services are provided in England, and the differing roles of the Transport Authority and Highway Authority, collaboration with a range of partners and stakeholders is going to be key to achieving improved public transport access and provision. This links with Policy 5.

Improvements will be sought in the following ways:

- > Supporting the strategic vision for bus improvements across the region through the implementation of the

Cambridgeshire and Peterborough Combined Authority Bus Strategy (draft) and updated Bus Service Improvement Plan (BSIP).

- > Working with the Greater Cambridge Partnership (GCP) on their workstreams that impact on transport improvements in the Fenland area. For example, the proposals for 'Making Connections' that includes bus service improvements in some parts of Fenland district. The County Council will work with the GCP as proposals are developed.
- > Working collaboratively with bus operators and partner organisations through the design and implementation of public transport improvements, ensuring a more joined-up approach. This includes considering bus services and infrastructure provision at the early stages of planning new transport schemes and developments, as well as identifying measures that will help buses run faster and more efficiently and be an attractive mode of travel for users.
- > Proactively identify where improvements in bus service infrastructure (bus priority measures, bus stop improvements) supports both localised or wider improvements, by ensuring all transport studies and schemes consider public transport, where appropriate, with a multimodal approach.

As Highway Authority we are responsible for the maintenance of new infrastructure such as bus priority junctions and traffic lights, bus lanes and bus stop infrastructure such as Real Time Passenger Information (RTPI).

Linked to objectives   

Policy FTS11: Collaborate with National Rail and other key partners and stakeholders to support improvements to rail services and stations

The County Council and Fenland District Council will support further railway improvements through the [Fenland Rail Development Strategy 2011–2031](#)²¹. We will continue to be an active partner in the Fenland Strategy Partnership Transport and Access Group and Hereward Community Rail Partnership, delivering ongoing improvements to rail stations and services alongside the community.

Improvements to access to stations by all modes of transport is key to helping more people travel by rail. In line with climate change emergency, new rail-related buildings should be built to be energy efficient and have a low carbon whole-life cost. There should also be a move to the full electrification of the rail network. With the significant freight flows on the line that runs through Fenland there would be decarbonisation benefits to this as well.

Key improvements we wish to see to the rail network in the Fenland area are:

- > implementation of the Ely Area Capacity Scheme, which will release capacity for an increase in both passenger and freight trains
- > improvements in line with the Fenland Rail Development Strategy
- > an increase in passenger train services:
 - Peterborough to Ipswich services increased in frequency to hourly (this is the only service in the East of England with a frequency of less than hourly and was including within the 2016 franchise)

CASE STUDY

Fenland Rail Development Strategy²³

The Fenland Rail Development Strategy 2011–2031 was adopted by FDC Cabinet in April 2012. Its purpose is to help support the growth and regeneration of Fenland and to work with the public and stakeholders who want to see the Fenland railway infrastructure improved and achieve more stopping services. This strategy was adopted following extensive work with the public to determine its actions and priorities; it is also helping to deliver the Fenland Local Plan which was adopted in May 2014.

Achievements of the strategy to date based on its priorities

More community involvement

The Hereward Community Rail Partnership (CRP) was formally launched in October 2012 giving a local voice to the community. The CRP produces local timetable and other local railway service information, attends events in the community to raise awareness of railway services, has rebranded the stations along the line and improved signage in the towns and villages so there is greater awareness of the stations. There are opportunities to meet railway industry staff at ‘Meet the manager’ events and ongoing station redevelopment proposals are supported by local public consultation. One such example is the winning design for the platform 1 building at March Station. The CRP has played a significant role in securing station improvements through the former railway franchising process and securing more stopping services from Manea, March and Whittlesea.

Better stations

Station audits were undertaken and completed in 2011 and 2012, station masterplans were then produced with full public consultation between 2013 and 2016. These led to programmes of improvement for each station which are still ongoing, but where a significant amount has already been achieved. All three stations have new waiting shelters, ticket machines and seating. At Manea station a car park will be opening for the first time in 2022. In 2022, the car park in March was redesigned and extended and the platform 1 building fully redesigned. At Whittlesea station work is ongoing to develop a larger proposal for more car parking, a new station entrance, a pedestrian bridge and longer platforms. Improvements at Whittlesea station include new lighting on the approach road, ticket machines on both platforms and new waiting shelters. There is ongoing work to improve the signage and information at the station.

March Station Platform 1 building project

Local residents told Fenland District Council that the district railway stations are important assets. They also stated that each station was looking tired and in need of regeneration to be fit for purpose. Fenland District Council approved the Fenland Rail Development Strategy 2011–2031 in April 2012. This strategy sets out a programme of improvement for community involvement in the railway, improved railway services and better facilities at each station.

In 2017, a March Railway Station Masterplan was approved following public consultation. This set out a programme of schemes to improve March station. This included the platform 1 building project. The building was a



substantial space with many small rooms that were not fit for purpose and others that were not in use. Following detailed feasibility work, draft scheme options for the building were consulted upon in 2020. An extensive programme of improvement took place in 2021 and the new station building was opened to the public in early 2022.

Improved railway services

In 2014, Manea station received a two-hourly service where previously there had been a very limited service. In 2020 this service also started stopping on a Sunday. Also in 2020 some additional services direct to Cambridge also started calling at Manea. At March station additional services to Liverpool and Norwich now stop, notably at the weekends and also at lunchtime on weekdays.

A significant amount has been achieved to date and work continues to deliver this strategy in full by 2031.

- Cambridge to Peterborough services increased in frequency to half hourly
- an increase in the hours of operation of rail services in Fenland so that there are more early morning, late evening and weekend services
- an increase in direct rail services between Fenland stations and Cambridge, Cambridge North and (when open) Cambridge South – this is particular the case for Whittlesea and Manea station which normally require a change at Ely to get to Cambridge outside of peak time services
- > support for the Hereward Community Rail Partnership including in all agreements with train operators
- > an increase of freight on rail
- > re-connection of Wisbech to the rail network
- > Supporting the implementation of the Great British Railways: The Williams-Shapps Plan for Rail²² by the DfT.

Linked to objectives   

Policy FTS12: Continue partnership working in relation to community transport schemes

Community transport provides an important transport service to residents of Fenland who are unable to access a standard bus service, either due to lack of provision or personal mobility issues. FACT Community Transport is the primary provider of community transport in the area and provides dial-a-ride and dial-a-car services for people who have

difficulties using conventional modes of transport and use accessible vehicles. There are also local community car schemes that provide vital journeys for local people. These are individual schemes often aligned with individual communities that are overseen by the Care Network.

The County Council and Fenland District Council acknowledges the important role community transport has on improving the accessibility of Fenland residents to key services and destinations, and without this provision the access challenges faced by residents would be significantly worse.

Both Councils support the role of community transport and will work with local providers and the Combined Authority as Transport Authority. Currently Fenland District Council provide financial support for some elements of community transport.

The benefits of community transport are recognised, but this has to be positioned against the limitations that are imposed by operating under Section 19 and Section 22 licences²⁴. Community transport and the community car schemes should not be seen as alternatives to implementing the proper provision of mobility services, especially as these services are run on a charitable not-for-profit basis, relying mainly on volunteer goodwill. These services, although transport-oriented, serve to alleviate social isolation of those for whom no mobility or transport services are provided, and in doing so promote healthy mental wellbeing and independent living, which have a large positive impact on health care.

Linked to objectives   

Policy FTS13: Improve information and promotion of sustainable travel options

The vision of this strategy emphasises the need for people to make more sustainable travel choices. Whilst many of these policies focus on improving and expanding the provision of sustainable travel through new and improved services and infrastructure, there is also a need to improve the way we promote such travel options to make people aware of their choices.

The County Council and Fenland District Council will explore the following:

- > Developing a Fenland-wide walking and cycling map, updated as new routes are improved or created, identifying the different routes available. For example, leisure routes for ramblers and equestrians versus key walking and cycling routes to access transport hubs or between towns and villages.
- > Promoting the health and lifestyle benefits of choosing sustainable modes of travel and aligning schemes with the health and wellbeing benefits as set out in the Cambridgeshire and Peterborough Health and Wellbeing and Integrated Care Strategy, in collaboration with key partners and organisations.
- > Working with our partners and key organisations, such as the Road Safety Partnership, to promote the safe use of transport and promote cycle training for school children and adults.
- > Working with our partners to encourage public transport providers to promote awareness of their services using new and innovative methods where appropriate.

- > Promoting the use of car-sharing schemes. There are a several car-sharing schemes available, which are online based and can match drivers with passengers to share both regular and one-off journeys.
- > Promoting the use of car clubs. Car clubs give users access to shared cars when they need them, potentially reducing the need for private car ownership and reducing car use. Car clubs also have the benefit of normally providing low emissions fuel-efficient vehicles with some moving towards fully electric vehicles. Currently we are unaware of any car clubs operating in the Fenland district. There is a scheme in the Action Plan to investigate the possibility of car clubs within Fenland.

Linked to objectives  

Policy FTS14: Support and expand travel planning

The County Council will continue to support and work in partnership with Smart Journeys²⁵, a not-for-profit commercial enterprise, formally Travel for Cambridgeshire. It advises and supports employers, residential developers and schools to implement and promote sustainable and active travel.

There are good examples of how local approaches to travel planning can also help raise awareness and encourage residents to make more sustainable travel choices, such as the Fenland Travel Choices Project.

Linked to objectives  

CASE STUDY

Fenland Travel Choices Project

Fenland Travel Choices is a local approach to travel planning and raising awareness of sustainable transport options. The approach is supported by local transport champions from across the community who are given skills and knowledge to assist members of the community to make informed transport choices.

Wisbech Travel Choices was a Local Sustainable Transport Fund (LSTF) funded pilot project in 2015–2017. Around 4,000 transport packs were produced and provided to inform residents and signpost them to transport that is available locally within Wisbech. The packs were produced in six different languages. Information stalls were set up at key events across Wisbech to discuss travel choices with members of the community and to distribute the transport packs. Some residents signed up to take part in a programme to change their transport choices and to give feedback on the effect of such changes.

Traditional travel planning in selected neighbourhoods was also part of the programme. Key streets along or close to transport corridors were selected and 167 residents took part in the project.

A transport champions training course was developed and delivered in partnership with Sustrans. Key information from this programme highlighted that people in customer service roles within the town were struggling to help their clients and customers due to transport issues. By giving these people knowledge about transport and signposting them to further information, transport barriers were reduced. Thirty-six transport champions were recruited and trained during the first year of the project.

It is hoped that this project will secure future funding to be delivered across Fenland district.

Policy FTS15: Electric Vehicles and Alternative Fuels

In May 2019, Cambridgeshire, along with many other councils across the country, declared a climate emergency and pledged to achieve net zero status by 2045. The transport sector accounts for the highest share of CO₂ emissions, therefore if we are to achieve net zero by 2045 a significant change in transport behaviour is needed.

Active travel and the use of public transport have a significant positive environmental and societal impact. There will be a need for the car, especially within rural areas where public transport

may not be accessible, but switching to an ultra-low emission vehicle (ULEV) will significantly reduce environmental impact and be part of a wide range of tools to help us to achieve net zero.

The government has set out measures to support the decarbonisation of the transport system through the funding of electric vehicle charging infrastructure, investing in green public transport and phasing out the sale of pure internal combustion engines (ICE) vehicles, with an eventual ban on their sale by 2030. This will result in a natural increase in the uptake of electric vehicles (EVs). In order to meet this demand sufficient charging

infrastructure will be required. The government has developed an [electric vehicle infrastructure strategy](#)²⁶.

Access to charging infrastructure is a key enabler of EV uptake; currently the majority of charging takes place at home with public charging infrastructure supplementing home charging. However, as demand increases and ICEs are phased out, the demand on public charging infrastructure will increase significantly.

Linked to objectives   

The benefits of EVs are clear, however, there are several barriers to the uptake of EVs. These are:

- > a lack of charging infrastructure
- > the majority of households do not have access to off road parking, therefore charging at home is not an option
- > grid constraints – one of the biggest costs associated with installing EV charging infrastructure is electricity distribution capacity.
- > cost of vehicles – whilst there are savings to be made due to the reduced cost in running an EV, a new EV is significantly more expensive than an ICE.
- > range anxiety – this can be linked to a lack of charging infrastructure.

The transport network in Fenland will be developed and improved in order to overcome the barriers to the transition from ICEs to EVs. To achieve this goal a holistic approach is required, the various aspects of which have been broken down below. The strategy supports the policy approach for EVs and alternative fuels set out in the [LTCP](#)²⁷ and [East Anglia Alternative Fuels Strategy](#)²⁸.

Public charging

The number of public charge points in Fenland is below the national average. The strategy will look to address this shortfall by gradually growing the EV charge point network within the district to accommodate future growth. A range of different types of charging infrastructure will be installed and will be tailored to their respective destination. The types of charger will range from slow 7Kw chargers to 150Kw super chargers.

Increased access to public charging will increase adaptation by addressing concerns around lack of charging and range anxiety, furthermore, the installation of public chargers in Fenland will provide a much needed boost to the local economy.

On-street residential charging

As we head towards 2030 and the banning of new pure ICE vehicles, the demand for EV charging infrastructure is expected to grow exponentially. Whilst the most convenient way to charge an EV is at home overnight, this is not possible for a significant number of people who do not have access to off-street parking. The strategy will look to increase the availability of on-street charge points in residential streets where off-street parking is not available, thereby ensuring that on-street parking is not a barrier to realising the benefits of owning an EV.

Green public transport

As with cars and vans, the government plans to phase out diesel buses by 2030. We will assist local operators to set achievable decarbonisation targets. The strategy will look to install electric bus charging infrastructure which will

remove a significant barrier to transitioning to zero emissions vehicles for our local bus fleet.

Air quality reviews identify taxi emissions as a significant source of air pollution. To address this the strategy will aim to introduce policy changes to assist with the transition to an ULEV taxi.

Cambridgeshire County Council will work with Fenland District Council as the taxi licensing authority to assist the transition to ULEV taxis. Possible measures include:

- > taxi-only rapid charging infrastructure
- > a licence fee discount for ULEV taxis
- > extended age limit for ULEV taxis
- > ULEV-only taxi ranks

Micromobility and connectivity

We shall continue to explore new technologies such as e-bikes and e-scooters as alternative and more sustainable modes of transport, especially to cater for first and last mile trips to reduce the environmental impact of delivering freight.

Linked to policy 16.

The strategy will investigate the possibility of a district-wide e-bike hire scheme to provide access to those who may not have the means to purchase one. This would provide much needed access to employment, education and training.

There is also a link to digital connectivity and the role it plays in reducing the need to travel as well as improving access to

key services for those with access to online services (note that these will not be suitable for everyone). Where a linear transport scheme is implemented, it is recommended that arrangements for digital connectivity are considered and provision is made for digital connectivity improvements. An example of this might be installing high-speed telecoms provision when reconnecting Wisbech to the rail network. The reason for this is that there will be costs, benefits and limits to disruption if these works are carried out at the same time as other works.

Linked to objectives   

Policy FTS16: Embrace new transport technologies

The County Council will embrace new sustainable transport technologies that support the strategy approach and wider strategic aims of the council, most significantly to minimise the carbon impact of transport and improve the health and wellbeing of residents.

New technologies will be considered as they emerge and will be managed on the network as considered most appropriate for the safety of existing users. Recent new transport technologies include e-scooters, e-bikes (including cargo bikes), mobility as a service, demand responsive transport, autonomous vehicles and electric vehicles.

Linked to policy 15.

Linked to objectives    

CASE STUDY

New transport technology – robot delivery trial in Cambourne 2022



Cambridgeshire County Council was approached by the private company Starship to run a robot delivery trial in Cambourne. Discussions were held with the Department for Transport Centre for Connected Autonomous Vehicles and other local authorities. An assessment of safety and risk was carried out and discussions were held with the Local Councillor and Chair and Vice Chair of the Highways and Transport Committee.

Starship are in partnership with the Co-op and customers can order deliveries by robot via the app. The robots can deliver hot and cold food as well as groceries with potential for partnerships with other shops and takeaways. There is no cost to the council for the operation of the robots and there is a 99p delivery cost.

Safety

The robots operate on pavements and only use roads when crossing them safely. They do not use cycle lanes, they travel at speeds of less than 4 mph and

operate within a fixed area. Artificial intelligence helps the robots to understand the world around them. Human backup can intervene if they experience any issue.

If the robots encounter a wheelchair user, they stop at a safe distance. They avoid obstacles, have a flag to help with visibility and emit a noise to signal their presence.

Benefits

The robots are trialling last mile delivery using emerging technology. They are battery operated so there are no emissions at point of use. They have the potential to reduce short car journey to shops and short deliveries from takeaways. They can assist those with mobility issues who cannot get to the shops easily.

The robot's design is appealing to children and young people. Starship will do outreach work at schools to create interest in STEM (Science, Technology, Engineering and Maths) subjects.

The road network

It is acknowledged that implementing the strategy and action plan will take time, and there will remain a need for people to travel by car, particularly in rural areas and for longer journeys, until suitable solutions are provided. The vision and objectives of this strategy are focused on addressing the access challenges of those who live and work in Fenland through improvements and new provision for active or sustainable travel modes. Opportunities will be sought which may take away road space to provide for more sustainable journeys, such as for new or improved non-motorised user routes or for bus priority.

Even so, there are challenges on the existing road network which will need to be addressed, and improving safety and maintaining our roads are priorities for all users.

Parking

Fenland currently relies on the Police to enforce parking offences within the administrative area. Due to the pressure on the local Police force, the enforcement of parking offences has become a low priority, resulting in an increase in the level of inconsiderate and inappropriate parking. The knock-on effect is that traffic flow slows, congestion rises, air pollution increases and access for pedestrians using the footway and using local business and facilities are impeded. This is most acute in the market towns.

Civil Parking Enforcement (CPE) transfers the powers and responsibilities for on-street enforcement from the Police to the Highway Authority. The flexibility CPE brings will enable the targeted enforcement of problematic parking which in turn will support the economic growth of market towns and help with the creation of successful, well-functioning new communities. It will also help manage some of the conflict around parking, the use of cycle paths, footways and help to embed good parking behaviours.

The CPE application process for Fenland, Huntingdonshire and South Cambridgeshire is well underway. Whilst the initial implementation target for CPE in all three districts was autumn 2023, due to contractor recourse constraints, this deadline will need to be significantly extended. For Fenland, implementation is likely to be sometime towards the middle of 2024.

The aim of introducing CPE is to:

- > enable local authorities to effectively manage and enforce on- and off-street parking areas
- > improve road safety by addressing inconsiderate and inappropriate parking
- > encourage the use of more sustainable modes of transport
- > support a vibrant and efficient economy by managing traffic flow

- > support liveable streets and neighbourhoods by managing competing demands on kerbs space
- > improve the local environment and support local businesses
- > meet the needs of people with disabilities
- > support the Highway Authority and district councils' overarching environmental objective to reduce congestion and improve air quality.

Maintenance

This strategy does not cover maintenance. There are two key documents, the [Highway Assets Management Policy](#)²⁹ and the [Highway Operational Standards 2022–2032](#)³⁰ which set out how Cambridgeshire County Council manages and maintains the highway infrastructure for which it is responsible. It brings together the County Council Corporate and the Combined Authority's Interim Local Transport Plan objectives. This Plan details how the principles of asset management will be increasingly used to ensure that the Highways Maintenance Service meets the requirements of its users and delivers value for money.

The [Highways Capital Maintenance Programme](#)³¹ is the two-year capital programme which forms part of the Highway Operational Standards. The Programme sets out the upcoming schemes for carriageway and footway maintenance, surface treatments, bridges and traffic signals. It also provides a priority list for years 3, 4 and 5. These schemes will be assigned to specific years following further development and co-ordination with other works on the highway network.

Policy FTS17: Investigate measures to manage demand for cars where a viable alternative is an option

Appropriate measures and interventions will be introduced to manage the demand for general vehicular travel and reducing through traffic in market towns in line with the strategy approach, prioritising sustainable transport routes where available. This approach is also in line with wider Cambridgeshire County Council, Combined Authority and Central Government.

Future schemes will be considered where re-prioritising road space may be appropriate and possible; these will be assessed on a case-by-case basis but aligned with the overarching strategy approach. Such measures could include:

- > reallocation of road space to be used by passenger transport, pedestrians and cyclists
- > access restrictions for general vehicular traffic
- > parking restrictions.

Linked to objectives  

Policy FTS18: Focused road network improvements

Improvements to the local road network will be focused on accident cluster sites or significantly congested hotspots, linking with employment and housing growth. All road improvements will be required to consider cycling and walking provision within their design at the earliest stage to ensure they are compliant with [LTN 1/20 Cycle Infrastructure Design](#)³², as well as the [Healthy Streets Approach](#)³³ where appropriate. Schemes should also seek to maximise improvements to public

transport provision, where appropriate, within their design, for example, bus priority measures and bus stop provision. There is also a need that all road network improvements strongly build in safety from the very start of the design process and not as an afterthought. This approach ensures that safety is built into all improvements, linked to Policy 21 Road safety.

Linked to objective 

Policy FTS19: The primary road network

Long-distance through-traffic will be required to use the primary road network. Improvements to the primary road network will be driven by the national agenda but must take account of local circumstances, local opportunities and local impacts. All improvements to the primary road network will be required to consider cycling, walking and equestrian provision within their design at the earliest stage to ensure they are compliant with LTN 1/20 Cycle Infrastructure Design, as well as the Healthy Streets Approach where appropriate. Schemes should also seek to maximise improvements to public transport provision, where appropriate, within their design, for example, bus priority measures and bus stop provision.

The primary road network in Fenland includes the A1101, A1123, A142, A141 and A47.

Linked to objective 

Policy FTS20: Effective traffic management for HGVs and farm traffic

The impact that HGV and farm traffic can have on residents is understood and this needs to be balanced with the nature and needs of the local economy. The County Council has a cross-county member working group has developed a county-wide HGV policy³⁴ that looks to balance the impact of HGVs on the local area. The policy will be updated once the wider county HGV policy is set and aim to reflect this at a local level. The policy will seek to address how the council will fulfil its responsibilities for HGV movements throughout Cambridgeshire, and how it will work with partners to reconcile several key aspects of this issue, in particular the contribution of freight to the local economy, the effects of heavy goods vehicle traffic on the environment, and local concerns about residential amenity. The policy will also set out options that communities concerned about the impact of HGVs can consider.

The LTCP also considers freight and states its importance to the region in terms of the economy and servicing communities as well as highlighting the negative impacts it can have. The LTCP also highlights how improvements to the rail network will allow for more freight to be transported by rail. The LTCP states that it will be working with partners to develop a Freight Strategy, through which the following will be done:

- > Identify hotspots where enforcement is needed and use the information to influence the industry and the Police on education and enforcing restrictions.
- > Encourage freight operators to use satellite navigation systems that produce specialist information for HGV drivers.

- > Support constituent councils in securing lorry parking facilities across the region and encourage developers to provide safe, secure lorry parks at strategic points across Cambridgeshire and Peterborough, especially along the strategic routes and in towns and developments with a high generation of HGV traffic.
- > Reduce the number of vehicle journeys and thereby the carbon emissions and other pollutants which are directly detrimental to human health. This will include support for the concept of 'secure freight consolidation centres', last mile delivery and alternative fuelled vehicles where appropriate.
- > Supporting constituent councils and partners to manage deliveries within towns and cities, such as maximising deliveries during the off-peak period and encouraging last mile deliveries by cargo bikes or other sustainable modes.
- > Liaise with planning authorities to identify and investigate freight issues and bring together spatial planning, freight transport and transport planning interests.
- > Seek funding from new and innovative sources to help us deliver our priorities to develop a fit-for-purpose freight network that allows Cambridgeshire and Peterborough to grow and prosper with due regard for a sense of overall wellbeing.

Linked to objectives  

Policy FTS21: Road safety

The safety of users of all modes of travel is a top priority, both on the existing network and through all new developments and schemes. The County Council is a member of the Vision Zero Partnership, and any transport improvement or new infrastructure will need to consider the safety of all road users through the Safe System Approach (Figure 9) and the Vision Zero strategy, "Towards 2030 Making Our Roads Safer For all"³⁵.

The County Council will:

- > implement road safety initiatives to reduce road traffic accidents
- > work towards road safety targets held locally and nationally
- > prioritise pedestrian and cycle safety
- > work to increase cycling without increasing accidents.

There is strong support for the Vision Zero Partnership, and it is essential that road safety is considered at every level. Safety needs to be fully integrated and maximised into scheme development, from initial scheme design, during



Figure 9: The 5 Safe System components

project delivery and through to post-delivery evaluation and monitoring. It should also be noted that there are two corporate priorities that relate to safety:

- > Support infrastructure development and securing safe routes and connections for pedestrians and cyclists.
- > Working in partnership with local communities to make the option of 20mph zones more widely available and easier to obtain.

It will be important that all users of the road network are considered through the design and development process, and the County Council requires an Equality Impact Assessment to be produced for all schemes.

Key elements that need to be considered to improve safety include:

- > segregation or 20mph zones in urban areas to protect vulnerable users
- > recognising that fast rural roads are a major barrier to an uptake in active travel modes. These environments are unpleasant for vulnerable road users and lead to low levels of active travel
- > understanding how safety perceptions play a large part in affecting and influencing mode choice and are a barrier to use of active travel modes
- > supporting the 2022 Highway Code changes which develop a hierarchy linked to user vulnerability.



Education

Education of all road users in how to use roads safely is key. There are a number of initiatives that are led by the County Council to promote road safety.

Cambridgeshire's Road Safety Education Team are part of the Modeshift STARS scheme, the national schools awards scheme established to recognise schools that have demonstrated excellence in supporting cycling, walking and sustainable travel. The scheme encourages schools across the country to join in a major effort to increase levels of active and sustainable travel, to improve the health and wellbeing of children and young people and reduce congestion around school gates.

Bikeability is cycling proficiency for the 21st century and is free to all Year 6 pupils in Cambridgeshire with funding from the Department for Transport. Our service is delivered at no charge to primary and junior Schools in Cambridgeshire. Pupils develop safe cycling habits for life and increase their knowledge of the road and traffic environment, giving them the skills and confidence to cycle in today's traffic situations. Pupils learn about the importance of maintaining their bicycle and the health and environment benefits associated with cycling.

Linked to objectives   

Environmental

Transport services and infrastructure can both have an impact on the environment, whether adversely through building new cycleways or busways through countryside, or positively through the potential number of cars such infrastructure could remove from the roads. At a national level, there are links with working towards targets set within the government's 25 Year Environment Plan, including the commitment to a Nature Recovery Network (NRN). At a more local level, there is a commitment to 'double nature' with a focus on increasing biodiversity and address climate change in the Cambridgeshire Climate Change and Environment Strategy 2022. This

strategy considers the significant targets to reach net zero carbon by 2045, and the role transport has in this, as well as the direct environmental impact the strategy could have on its immediate environment, and policies that aim to reduce or mitigate this effect, in particular through the planning and development process. The environment also has strong links to improved health and wellbeing and access to green spaces is vital to this. The council's newly created Strategic Parks and Green Spaces unit is developing a blueprint for a Green Network across Cambridgeshire and Peterborough. Sustainable access to the future Green Network will be important,



with opportunities to connect by active transport modes to support social prescribing.

Policy FTS22: Reduce carbon emissions

The County Council will work with key partners including transport operators and businesses to reduce transport-related emissions. This will help protect and enhance the area's distinctive character and environment, while supporting sustainable growth and identifying solutions that will help to achieve longer term environmental benefits.

Transport development in Fenland will need to consider its wider impact on the environment and play a significant part in achieving decarbonisation of the transport network across the county. In 2021 the Joint Administration committed to putting climate change and biodiversity at the heart of the council's work to be more ambitious to tackle the climate and environmental crisis.

Any transport improvement or new development will need to align with the aims of Cambridgeshire County Council's Climate Change and Environment Strategy 2022: Net Zero Cambridgeshire 2045³⁶. The Net Zero Vision is illustrated in Figure 10 below.

Linked to objectives  

Policy FTS23: Reduce the need to travel, embrace digital connectivity and living locally

It is acknowledged that in an increasingly digital age and with significantly improved internet access, even in rural areas, the need to physically access many services in person or travel to a place of work has reduced in recent years. The Cambridgeshire and Peterborough Local Transport and Connectivity Plan emphasises the importance of digital connectivity and the County Council supports the continued improvements in digital access for all, and the positive impact this can have on the transport network to reduce the number of journeys that need to be made, particularly short, local journeys and commuter journeys at peak times of the day when levels of congestion are at their highest.

However, it is also recognised that there are gaps in coverage, or areas of poor coverage, and there will always be a need for people to travel for many other services and work, due to availability or ability to access these online, as well as being important for social inclusion and to reduce feelings of loneliness.

The COVID-19 pandemic has highlighted that many people are able to effectively



Figure 10: Net Zero Vision

work from home for longer periods of time, and the personal benefits this has. Future trends in home working and the impact on commuting patterns are as yet unknown, but a more balanced approach is possible that will continue reductions in the need to travel for work, in particular on a daily basis at pre-pandemic levels.

Linked to objectives   

Policy FTS24: Historic, landscape and biodiversity

The National Planning Policy Framework (NPPF)³⁷ sets out the considerations regarding conserving and enhancing the natural and historic environment through the development and planning process. The council strongly recommends that developers seek early advice from the Historic Environment Team about the potential impacts of development proposals that impact known or anticipated, designated or non-designated, heritage assets and their settings, and how they can best be managed in line with the principles set out in the NPPF.

All new schemes will need to align with the CCC Climate Change and Environment Strategy³⁸, including its commitment to 'doubling nature'.

From November 2023, all schemes requiring planning permission will have a mandatory requirement to deliver at least 10 per cent biodiversity net gain under the Environment Act 2021. This means providing better habitat after development than existed beforehand. However, as a council we have committed to securing 20 per cent biodiversity net gain to help deliver the strategy's 'doubling nature'. The council

is also developing a Local Nature Recovery Strategy (LNRS). LNRS are a new mandatory system of spatial strategies for nature established by the Environment Act 2021. They are designed as tools to encourage more coordinated practical and focused action and investment in nature. Opportunities for linking up nature reserves and greenspaces should be maximised where possible, and to avoid any potential conflicts between biodiversity and travel improvements or new provision.

Improving the natural environment can be beneficial to health and wellbeing along with helping to manage flood risk.

Key references:

- > CCC Climate Change and Environment Strategy³⁹
- > Cambridgeshire and Peterborough Independent Commission on Climate⁴⁰
- > Fenland Conservation Areas⁴¹
- > National Planning Policy Framework (NPPF)⁴²
- > Cambridgeshire's Active Travel Design Guide⁴³.

Linked to objective 

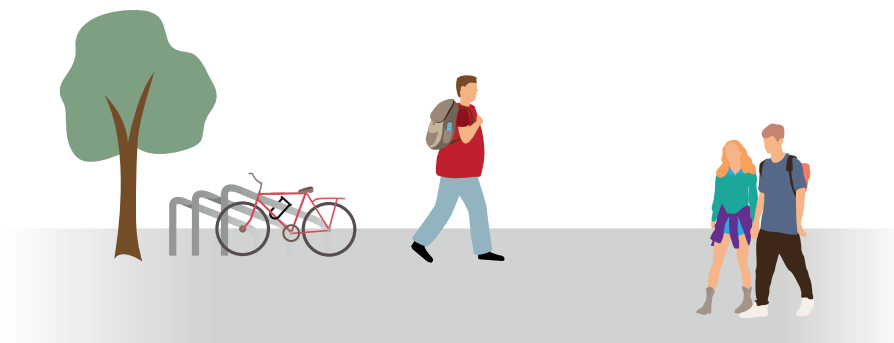
Policy FTS25: Improve air quality and the health and wellbeing of Fenland residents

Transport has a significant impact on the health and wellbeing of the people who use it or live on or close to the transport network. Impacts can be direct through air pollution resulting from vehicle emissions, and inactivity through the dominance of use of the private car, as well as more indirect impacts causing disease, mental health issues and social

isolation. Developments in housing and transport can help to address these impacts, and any transport improvement or new transport scheme should consider its health and wellbeing impacts, aligning with the Cambridgeshire & Peterborough Health and Wellbeing and Integrated Care Strategy⁴⁴.

The County Council will:

- > work in partnership with Fenland District Council to monitor air quality at key locations across the district and develop and implement effective Air Quality Action Plans
- > support the adoption of the ten 'Healthy New Town' principles for local housing development
- > align new transport development with the Combined Authority's LTCP policies for Creating Healthy Thriving Communities.



CASE STUDY

Air quality in March town centre

In 2019 and 2020 it was reported in the Fenland District Council Air Quality Annual Status Report⁴⁵ that there had been an exceedance of nitrogen dioxide since 2018. It is noted that the exceedance is considered to be linked to a noticeable increase in traffic along Broad Street, March. Based on this information, an increase in monitoring and potential solutions to improve the air quality in this area are needed.

The air quality results also relate to other ongoing work supporting the need for improvements in Broad Street, March and the development of possible solutions.

- > The Growing Fenland March project is a Market Town Regeneration Masterplan adopted by FDC Cabinet and CPCA in 2019 and 2020. Evidence from the initial engagement to support the masterplan identified that traffic dominates the centre of town. This can make the overall experience of shopping or simply strolling through town a stressful experience. Local residents consistently identified traffic congestion as one of the main issues in the town. A programme to instigate change in the centre of March is needed.
- > The March Area Transport Study was established to support the Fenland Local Plan adopted in 2014. This project has identified potential improvements to make travel easier in March. It has looked at addressing existing traffic flow problems and has developed options to allow for future

growth in the area. The locations that are being considered were supported through the Local Plan evidence base and they include Broad Street, March. Feasibility work and option testing highlighted the need for a major scheme in this area including a project where more space is given to pedestrians and people shopping. A range of options including partial and full pedestrianisation were considered.

- > Fenland District Council submitted a bid to government as part of its future High Streets Fund aimed at regenerating high streets and supporting local economic growth. The bid was successful, and funds have now been secured to deliver schemes for the centre of March. Comments relating to Broad Street are that it is at the heart of our town. It is a three-lane carriageway which cuts the town centre in half, providing the only connection over the River Nene. Broad Street is difficult to cross and experiences significant congestion which discourages visitors and shoppers. Similarly, the River Nene waterfront is hidden from the public, being difficult to access and impossible to appreciate. The River Nene and Broad Street are major barriers in the town centre and provide a textbook example of local severance. The bid confirms that a dramatic intervention to transform Broad Street is needed through an exciting redevelopment to create a welcoming pedestrianised open space to dwell and relax in, in the centre of town.

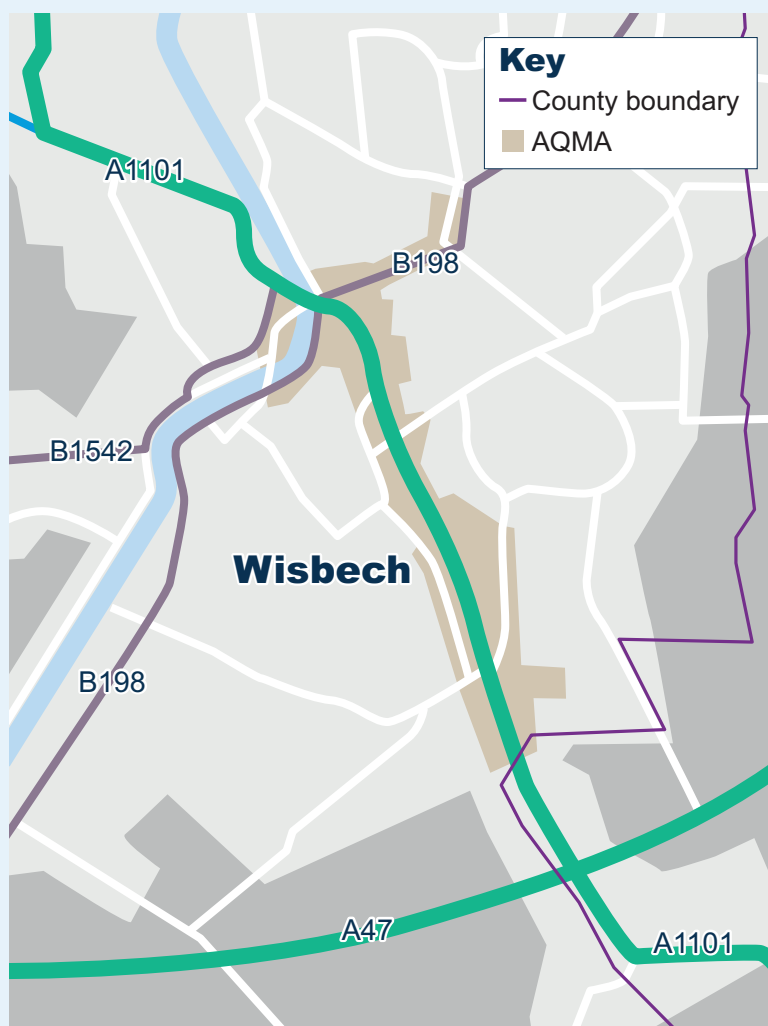


Figure 11: Wisbech AQMA Order No 3


A programme of delivery is now being taken forward working in partnership to transform the centre of March. In giving space back to people and creating an area that is not dominated by traffic, air quality improvements are expected within the centre of March. In 2022, a new programme of monitoring was established to assess the impact of the changes in this space before, during and after the project is completed.

Air Quality Management Areas (AQMA)

Each local authority must assess the air quality in their area. This involves measuring air pollution and trying to predict how it may change in the future, aiming to make sure the national air quality objectives⁴⁶ are met. These objectives are to protect people and the environment. If a local authority finds an area where the objectives are not going to be achieved, it must declare an AQMA. The local authority will then create a Local Air Quality Action Plan⁴⁷ to improve the air quality.

More information on air quality in Fenland is available on Fenland District Council website⁴⁸. The Local Air Quality Monitoring Annual Status Report 2020 states that nearly all the 25 nitrogen dioxide (NO₂) monitoring sites through Fenland are achieving national objectives. However, Broad Street in March was in exceedance, and the case study above explains this in more detail.

Fenland District Council have declared four AQMAs. Wisbech AQMA Order No. 3 (NO₂) dated 1/4/2006 is due to road traffic (see Figure 11). In 2019, Fenland District Council proposed to revoke the AQMAs in Wisbech. However, due to the Energy from Waste Incinerator proposal for the south of Wisbech, the timescale for reviewing these is now under review.

Linked to objectives  

Wider context and partnerships



An important part of the strategy is working in partnership with other organisations and aligning with wider strategies and policies.



Policy context

Since the Devolution Deal in 2017, the responsibility to produce the Local Transport Plan (LTP) has passed from Cambridgeshire County Council to the Cambridgeshire and Peterborough Combined Authority (CPCA). The CPCA is currently updating the adopted LTP (2020), and this strategy is aligned with the draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (LTCP).

Figure 12 shows the relationship between the County Council transport strategy documents that sit under the CPCA's LTCP, and the link between the Fenland Transport Strategy and the Fenland District Council Local Plan and transport policy documents.

The County Council, as the Local Highway Authority, continues to produce transport strategy documents, such as this Fenland

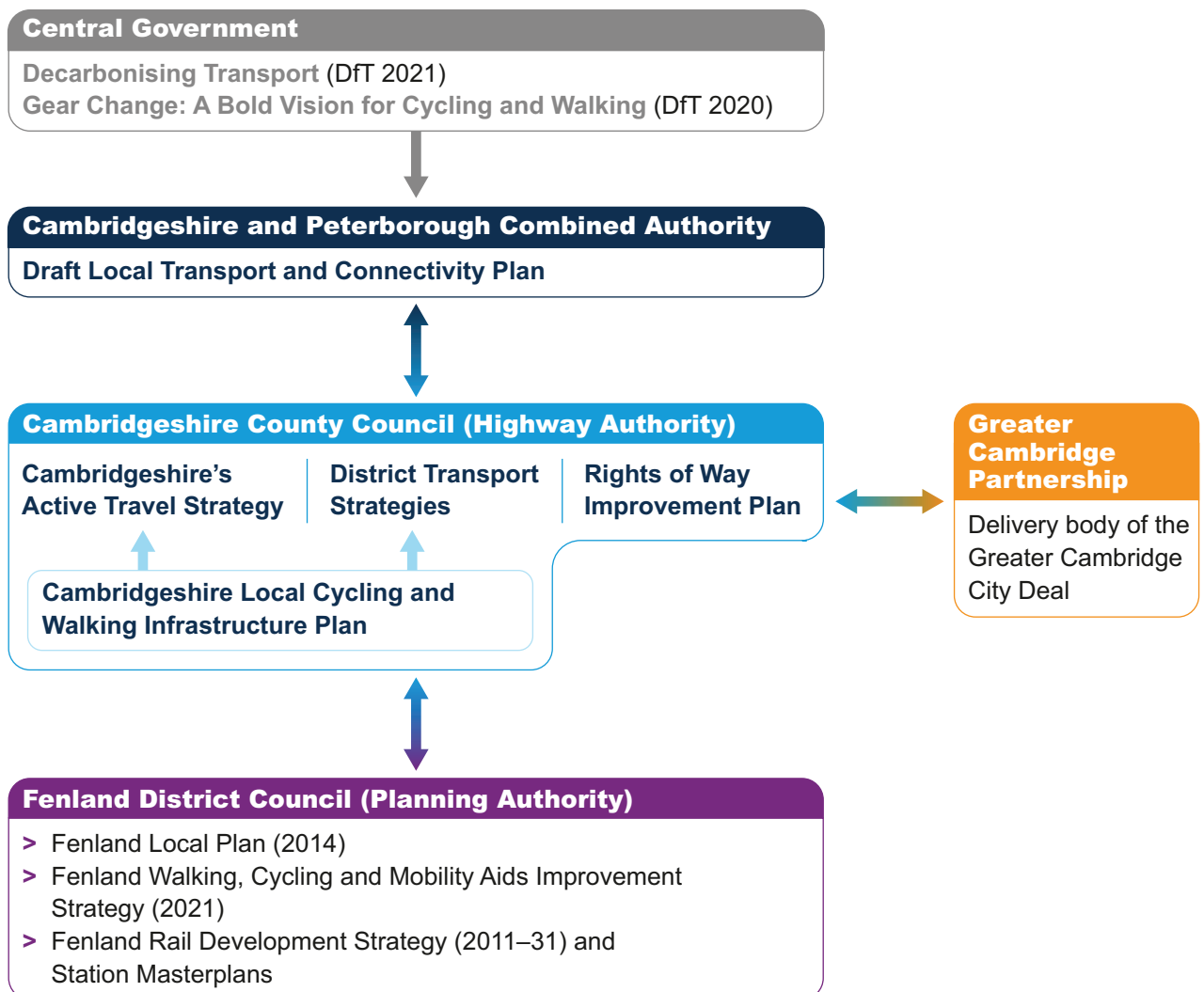


Figure 12: County Council Transport Strategy Documents and links to CPCA LTP and district Local Plans

Transport Strategy, which are aligned with the draft vision and objectives of the CPCA LTCP to refresh and reflect the County Council's investment priorities and future aspirations. This strategy work also supports and complements district Local Plans and will review and propose transport improvement schemes for investment for each area. These strategy documents and the transport schemes that come from them are used to underpin funding bids being developed and presented to the CPCA, or to other potential funders.

Central government policies

Central government develops a range of transport-related policies. Policies highlighted below are those felt to be most relevant to the Fenland Transport Strategy.

Gear change: A bold vision for cycling and walking 2020⁴⁹

England will be a great walking and cycling nation

Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys...

- > Healthier, happier and greener communities
- > Safer streets
- > Convenient and accessible travel
- > At the heart of transport decision-making

Decarbonising transport: a better, greener Britain⁵⁰

This plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.

It includes:

- > our pathway to net zero transport in the UK
- > the wider benefits net zero transport can deliver
- > the principles that underpin our approach to delivering net zero transport
- > Inclusive Mobility⁵¹

The plan in detail: increasing cycling and walking



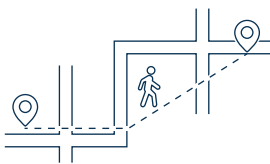
We will invest **£2 billion** over **5 years** to deliver a bold future vision for

cycling and walking, making it the natural first choice for many journeys

By 2030

we will aim to

have **half of all journeys** in towns and cities cycled or walked



By 2040 we will have a **world class** cycling and walking **network** in England

Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure⁵²

This guide describes features that need to be considered in the provision of an inclusive environment and issues related to disabling barriers, the use of technology, maintenance, awareness of the needs of disabled people, and engagement.

Local existing and emerging policies

The Fenland Transport Strategy must align with and support the aims and objectives of a number of transport specific and wider policies produced by the County Council and our partner organisations. The following plans and strategies have been considered within the development of this strategy.

Cambridgeshire's Active Travel Strategy⁵³

Cambridgeshire's Active Travel Strategy is a topic-specific transport strategy produced by the County Council that will sit under the Cambridgeshire and Peterborough LTCP. The strategy sets out an ambitious vision that seeks to embrace active travel at the heart of all future transport projects and developments. It will prioritise walking and cycling and other active travel modes to create a well-connected, safe and inclusive active travel network across Cambridgeshire, to ensure it becomes the 'go-to' travel option for many local journeys.

Local Cycling and Walking Infrastructure Plan (LCWIP)

The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) forms part of the Government's aim to make walking and cycling the natural choice for all short journeys or as part of a longer journey. DfT recommended that all local authorities should develop LCWIPs and have advised that those authorities with plans will be well placed to bid for future funding.

The Cambridgeshire LCWIP covers the whole county and focuses on each district to highlight priority routes for cycling using census data to identify where funding could have the greatest effect in terms of where people live and work. For walking, it focuses on Cambridge City and the market towns to identify the main routes to school, local shops, employment and train/bus stations.

The routes that are identified in the LCWIP are detailed in Cambridgeshire's Active Travel Strategy action plan as Tier 1 of the proposed active travel network vision.

CPCA's Sustainable Growth Ambition⁵⁴

The CPCA's sustainable growth ambition frames how it seeks to achieve sustainable good growth using the 'Six Keys' to improve lives and double the economy of the region, through all its plans. The Six Keys are:

- > Climate and nature
- > Health and skills
- > Innovation
- > Reducing inequalities
- > Infrastructure
- > Finance and systems

The Rights of Way Improvement Plan (2016)⁵⁵

The Updated Rights of Way Improvement Plan (ROWIP) provides an update to the first ROWIP published in 2006, in line with the requirements of the Countryside and Rights of Way Act 2000. This update summarises the progress made since the ROWIP adopted in 2006 and sets out future challenges for rights of way and countryside access to 2031 in the form of updated Statements of Action.

Vision Zero Partnership: Towards 2030 – Making our road safer for all (2020)⁵⁶

The Vision Zero Partnership is committed to a Safe System approach. Its structure and activities are based on the principles of Safe Systems and this strategy sets out how the partners will work together to achieve Vision Zero:

No human being should be killed or seriously injured as the result of a road collision.

The Partnership is working towards a long-term strategic goal of Vision Zero, where there are no deaths and serious injuries on the Partnership's roads. This is an ambitious goal and will need time and effort to be achievable. This strategy began in 2020, and the goal is to move towards zero deaths or serious injuries in the Partnership area by 2040.

Cambridgeshire County Council Heavy Goods Vehicle (HGV) Policy⁵⁷

This policy was adopted by the Highways and Transport Committee in October 2022 and sets out the County Council's approach to managing HGV movements across the county.

Cambridgeshire and Peterborough Health and Wellbeing and Integrated Care Strategy⁵⁸

This strategy sets out the shared ambitions of the NHS, local authorities and health and care organisations in Cambridgeshire and Peterborough for improving the health and wellbeing of the people who live and work here. The four key priorities are:

- > Ensure our children are ready to enter and exit education, prepared for the next phase of their lives.
- > Create an environment that gives us the opportunity to be as healthy as we can be.
- > Reduce poverty through better employment, skills and housing.
- > Promote early intervention and prevention measures to improve mental health and wellbeing.

Cambridgeshire County Council's Climate Change and Environment Strategy 2022: Net Zero Cambridgeshire 2045⁵⁹

Climate change is a very real challenge for our communities, businesses and nature. As a Council, we believe that it is our responsibility to act now. We must reduce the contribution the county is making towards climate change, improve our resilience to the climate change that has already happened, and reduce our impact on the natural environment.

Our ambition is for the county of Cambridgeshire to be net zero by 2045. This strategy describes how the council will contribute to tackling the climate and biodiversity crises by guiding our actions in the coming years and helping individuals, partners and businesses in Cambridgeshire understand what we are focusing on and why.

Cambridgeshire Green Infrastructure Strategy (2011)⁶⁰

Green Infrastructure is part of our natural life-support system. It is the network of natural and man-made features such as open spaces, woodlands, meadows, footpaths, waterways and historic parks, which help to define and link the communities, villages, towns and cities of Cambridgeshire with each other and the surrounding landscape. Green Infrastructure is vital to quality of life for both existing and future residents of Cambridgeshire and is nationally acknowledged as an important element of well- designed and inclusive places.

This strategy is designed to assist in shaping and co-ordinating the delivery of Green Infrastructure in the county, to provide social, environmental and economic benefits now and in the future. This strategy will demonstrate how Green Infrastructure can be used to help achieve four objectives:

- 1) Reverse the decline in biodiversity.
- 2) Mitigate and adapt to climate change.
- 3) Promote sustainable growth and economic development.
- 4) Support healthy living and wellbeing.

Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021-2036)⁶¹

The Cambridgeshire and Peterborough Minerals and Waste Local Plan was adopted by Cambridgeshire County Council and Peterborough City Council on 28 July 2021.

The Minerals and Waste Local Plan sets the framework for all minerals and waste developments until 2036. It sets out policies to guide mineral and waste management development and will:

- > ensure a steady supply of minerals (e.g. construction materials such as sand and gravel) to supply the growth that is planned for the area
- > enable us to have new modern waste management facilities, to manage our waste in a much better way than landfill.

The Local Plan will be used by developers when putting forward proposals and by councils when considering planning applications.

The Local Plan makes strategic allocations for long-term mineral and waste management development at Block Fen/Langwood Fen near Mepal. Designations such as Mineral Safeguarding Areas are also made within the Local Plan and shown on the Policies Map. This will ensure, for example, that consultation takes place between the county council as Mineral Planning Authority and district/city councils when development is proposed on mineral-bearing land. The aim is to avoid the county's finite mineral resources being unknowingly or unnecessarily sterilised.



Figure 13: Initiatives taken from the draft CPCA LTCP

Cambridgeshire and Peterborough Combined Authority draft Local Transport and Connectivity Plan (LTCP)⁶²

The LTCP is being developed to recognise the changes which have happened locally and nationally affecting transport. That includes the impact of COVID-19, the developing response locally to climate change (including the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate), as well as the Government's plans to decarbonise transport.

'Connectivity' has been added to the title of the plan to recognise how important the internet is now in regard to transport. With greater trends towards working and learning from home, as well as social and leisure activities, shopping and accessing services, quality and accessibility of digital infrastructure has an impact on the amount of travel taking place.

Fenland District Council Hackney Carriage and Private Hire Licensing Policy 2021–2026⁶³

Fenland District Council is responsible for the licensing of Hackney Carriage and Private Hire vehicles, their drivers, operators and proprietors in the district. This policy sets out the standard that the council will use to inform its decisions on applications for licenses, their renewal and consideration of their continuance. This policy will also be useful for members of the hackney carriage and private hire trades, those seeking licenses, the travelling public and others in the community.

Fenland Cycling, Walking and Mobility Improvement Strategy⁶⁴

Fenland District Council, with support from the Hereward Community Rail Partnership, has approved the development of a Fenland Cycling, Walking and Mobility Improvement Strategy. This strategy will set out proposals to develop a core network of routes that can be improved in the short and medium term and built upon in the future.

To achieve this, key walking and cycling routes linking densely populated residential areas with safe, direct walking/cycling routes to places of education and employment will be identified, along with routes to rail or bus stations for longer distance multimodal journeys.

Fenland Local Plan

The Fenland Local Plan 2011–2031⁶⁵ was adopted in May 2014. It includes proposals for 11,000 new homes across Fenland district and 95ha of new employment land.

The Fenland Local Plan is currently under review, with public consultation on a draft ended on 19 October 2022. More information on Fenland's emerging local plan is available online: <https://fenland.gov.uk/newlocalplan>. Through applying the government's Local Housing Need method, Fenland has a housing requirement of 10,535 new dwellings between April 2021 and March 2040.

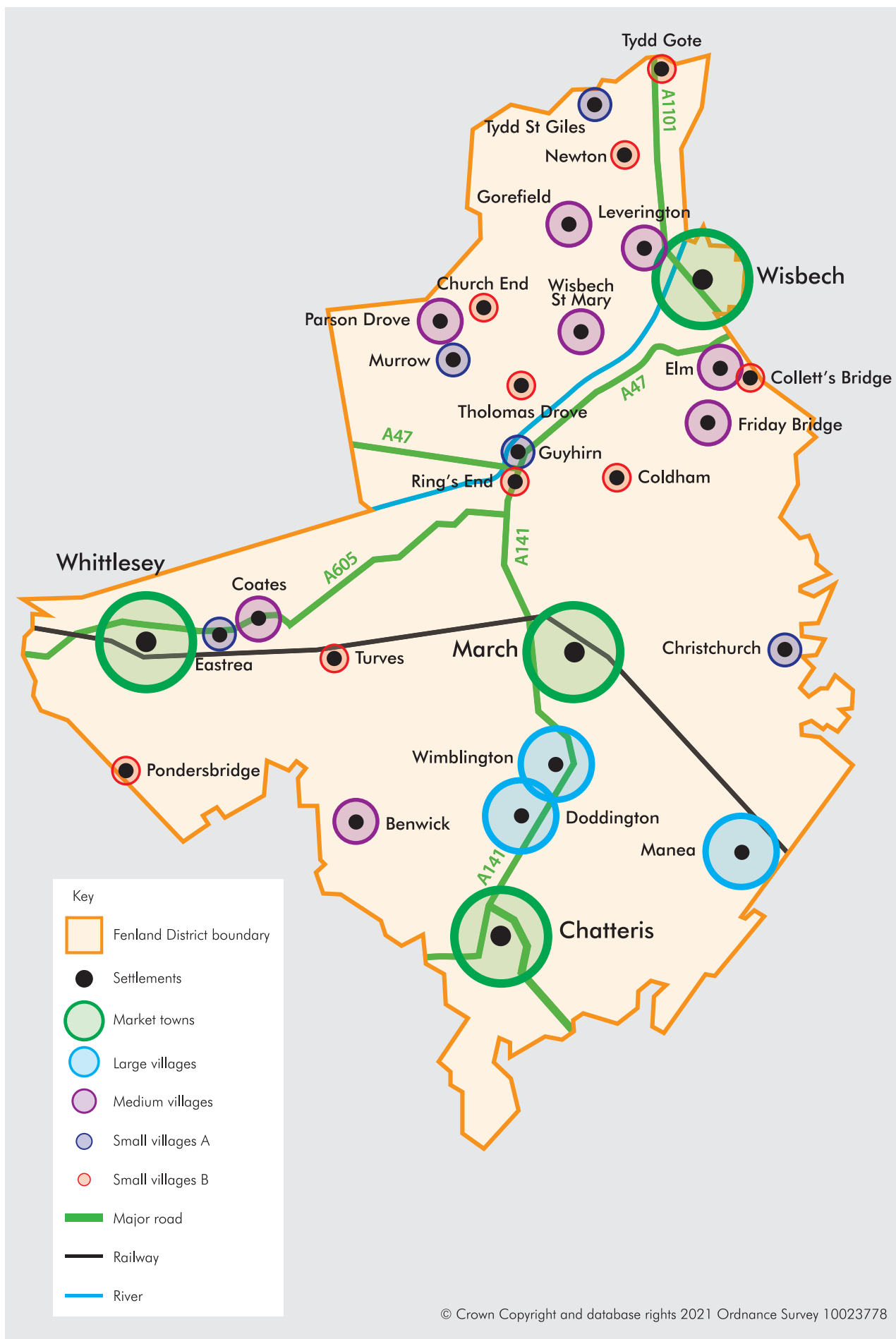


Figure 14: Map 2 Key diagram (taken from page 32 Fenland Draft Local Plan August 2022)

Settlement hierarchy tier		New dwellings (units)	Dwelling supply as per cent of total housing requirement (%) (rounded)
Market towns	March	2,746	26
	Chatteris	1,737	17
	Wisbech	1,287	12
	Whittlesey	886	8
Large villages		798	8
Medium village		1,513	14
Small villages A		156	1
Small villages B		61	1
Open countryside (outside settlement boundary)		144	1
Windfall		1,500	14
District total		10,828	102

Table 1: Growth Strategy (taken from page 26 Fenland Draft Local Plan August 2022)

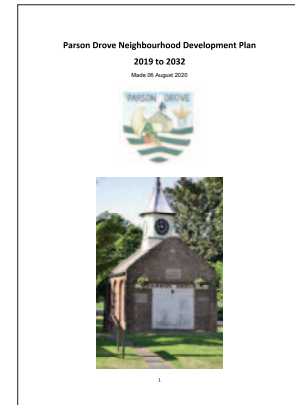
Settlement hierarchy tier		Available employment land hectare (Ha)	Land supply as per cent as total employment land requirement (215 hectare (Ha) (%) (rounded)
Market towns	March	53.91	25
	Chatteris	51.59	24
	Wisbech	89.72	42
	Whittlesey	9.71	6
Large villages		0.00	0
Medium village		4.78	2
Small villages A		0.00	0
Small villages B		0.00	0
Open countryside (outside settlement boundary)		15.68	7
District total		225.39	10

Table 2: Spatial Strategy for Employment Development (taken from page 29 Fenland Draft Local Plan August 2022)

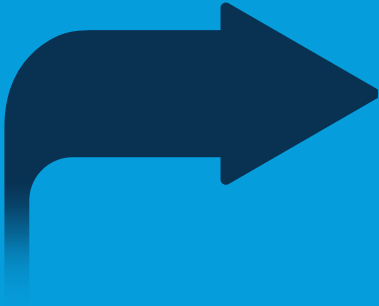
Neighbourhood Plans

There are currently two adopted Neighbourhood Plans in place in Fenland. One for March⁶⁶ adopted in November 2017 and one for Parson Drove⁶⁷ adopted in August 2020. Whittlesey⁶⁸ is developing a Neighbourhood Plan and this is currently being examined.

Transport-related policies and actions from the three neighbourhood plans have been reviewed, and relevant, suitable schemes have been included in the Action Plan.



Engagement



The strategy development has been informed by stakeholders and members of the public.



Engagement and consultation

A focused stakeholder engagement exercise was carried out on the draft strategy between 9 May and 19 June 2022. A survey was sent to key stakeholders including County and District Councillors, Parish Councils, voluntary organisations and key interest groups seeking feedback on key transport issues, priorities and views on the draft vision, objectives and policies. Changes were made to the strategy based on feedback received. A report was produced on this [stakeholder engagement](#)⁶⁹.

Public consultation took place between 26 September and 7 November 2022 to seek views on and input into the draft strategy and emerging action plan. Consultation on the Huntingdonshire Transport Strategy and Cambridgeshire's Active Travel Strategy also took place at the same time. The consultation took a multi-channel approach to promote and seek feedback. It was held primarily online via the ConsultCambs website, and this was promoted on County Council social media channels. Hard copies of the consultation material were available on request.

Hard copies of the strategies were available for reference at some libraries along with hard copies of the questionnaires which could be returned via the libraries. An email address and phone number was also available for any enquiries during the consultation.

Ten events were held across Cambridgeshire for the consultation on all three strategies and four of these were in Fenland, as shown in Table 3 below.

At these events there were flyers directing people to the online information as well as hard copies of the questionnaires for people to take away, along with reference copies of the strategy. Approximately 45 people attended the events in Fenland.

Responses to the strategy are summarised below and these informed further changes to the strategy. The [full consultation report](#)⁷⁰ provides much greater detail on the consultation.

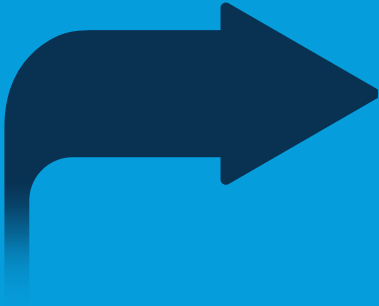
- > 41 respondents and 13 stakeholders' responses regarding the Fenland Transport Strategy

Location	Date	Time
March market	Wednesday 12 October	9 am–12 noon
Tesco superstore Chatteris	Wednesday 12 October	2 pm–5 pm
Whittlesey market	Friday 14 October	9 am–12 noon
Wisbech market	Friday 14 October	12.30 pm–3 pm

Table 3: Locations and times of public consultation events

- > The majority of respondents agreed or strongly agreed with the draft vision.
- > The majority of respondents agreed or strongly agreed with the proposed objectives.
- > The three most important transport issues identified by respondents were:
 - lack of public transport
 - lack of connectivity and accessibility
 - increasing volumes of traffic.

Delivery



The current funding environment is challenging but having this strong strategy and action plan in place, will help secure funding from all available sources



Funding and delivery

A key challenge for the Fenland Transport Strategy will be ensuring it is achievable within the funding available. At the same time, it is important that the needs and aspirations of transport users are reflected, as it provides a strong basis to achieve additional funding and to lobby for improvements.

The current funding environment is challenging. It is important to maintain a level of realism over what might be delivered in the current funding environment, but a strategy which outlines a realistic assessment of the needs of the area is necessary. A strategy that is constrained by known funding will not provide the evidence base to support calls for investment. An ambitious strategy is therefore presented, as without this ambitious action plan, investment plans will take longer to deliver.

Funding is a key consideration, and it is acknowledged that there are challenges given the current financial climate. However, despite this there is recognition of the need to be clear on aspirations for this area which is one of the highest performing areas in the country, to help secure investment towards transport infrastructure as a key enabler of growth.

Central government funding

With the creation of the CPCA and the transfer of the transport authority to the CPCA from CCC, the Single Local Growth Fund is now allocated to the

CPCA as the organisation that generates the Local Transport Plan. CCC remains the highway authority and so the maintenance block and integrated transport grants are sent from central government to the CPCA and then onto CCC.

There are also additional funds created by central government, for example in 2020 there was a £2bn Active Travel Fund created. Having a sound transport strategy and Local Investment Plan helps to bring forward schemes that can benefit from these block grants.

Cambridgeshire and Peterborough Combined Authority (CPCA) funding

The CPCA is the transport authority in Cambridgeshire and receives central funding for capital projects. A number of the projects in this transport strategy have been developed as a result of partnership work between the CPCA and CCC. This enables additional funding, when available from the CPCA, to work on additional projects.

Funding from developments

By bringing forward new development, developers are expected to mitigate the impacts of their developments. This can be through the direct delivery of schemes or contributions towards larger schemes. Through setting out the principles of transport interventions in the district, this strategy sets a

framework by which the most appropriate schemes can be brought forward by new development. A legal agreement Section 106 (s106) is an agreement between an applicant seeking planning permission and the local planning authority, which is used to mitigate the impact of developments, and one way in which developments can fund transport improvements.

It is noted that the viability of some development sites in Fenland can be challenging and there are competing things that require funding from a limited amount available. It is, however, vital that new developments provide safe and sustainable travel.

County Council rolling fund

A £1m rolling fund was agreed by the council's Economy and Environment Committee in February 2018 to develop a pipeline of schemes to address congestion, with the investment in early scheme development to be repaid into the fund when the schemes were delivered. The following work has been undertaken to date using this fund:

- > A10/A142 roundabouts (schemes delivered, funding recycled into pot)
- > St Ives transport study (study completed, delivery subject to CPCA funding)
- > HGV 'Diamond Study' (looking at traffic issues in the area between the A14, A141 and A142).

It is forecast that there will be around £425k funding from the £1m budget available for further scheme pipeline development work.

Delivery

The keys stages of delivering the Strategy and its schemes are shown below:

Stage 1: Adoption of Strategy.

Stage 2: Prioritisation of schemes identified in the emerging Action Plan.

Stage 3: Embed the principles of the Strategy into everyday processes, progressing actions and working with officers, members, partners, stakeholders and communities as required to ensure the Strategy is adhered to and implemented.

Stage 4: Pipeline development:

- a. Studies to be undertaken as funding opportunities are secured.
- b. Feasibility work on identified/prioritised schemes as funding opportunities are secured.
- c. Construction of schemes to be delivered as funding opportunities are secured – to come forward according to prioritisation, specific funding criteria or through new developments.

Stage 5: Monitoring and review of the Strategy action plans on an annual basis.

Monitoring and evaluation

Monitoring and evaluation is essential to the success of this strategy. It will help us understand what aspects are working well and what aspects aren't and need refinement. It will allow us to track progress and ensure we are going the right way towards achieving our vision.

As the Fenland Transport Strategy is a child document of the CPCA's LTCP and aligned to its vision and objectives, to avoid duplication of effort a joint approach to monitoring and evaluation will be taken. This section explains this in more detail.

The County Council collects a range of data related to transport and traffic. The Cambridgeshire Traffic Monitoring Report is published annually. The report is informed by data collected in the spring and autumn each year. The report covers Cambridge City and the market towns, including March, Wisbech, Whittlesey and Chatteris. Data is collected on the number of motorcycles, cars/taxis, light goods, heavy goods, bus/coach, pedal cycles, pedestrians and e-scooters entering and leaving the towns. As the monitoring happens annually trends over time can be seen. More information about traffic counts is available [online](#)⁷¹.

Road traffic collision data is also available [online](#)⁷² from the County Council. This is sourced from the police so only includes collisions reported to them and those involving an injury. This

data is used to fulfil our statutory obligations to the DfT, to monitor trends and to carry out cluster site analysis. This is done annually to identify locations on the road network where a higher number of injury collisions have occurred. They are defined as a site that has:

- > six or more injury collisions (any severity) within 100m or at a junction in the most recent three-calendar-year period, or
- > 3 or more higher severity injury collision (fatal or serious injuries) within 100m or at a junction, in the most recent three-calendar-year period.

GPS speed data based on GPS travel time data is provided to local authorities annually by the DfT. The data is sourced from a pool of 110,000 GPS tracked vehicles in the UK. The GPS data is used to calculate average journey times between fixed points on the road network which is converted into an average speed for each section or road. Generally the bigger the road, the greater number of observations and therefore generally the travel time data are more accurate. Currently there is no regular programme that the County Council carries out for reviewing the GPS travel time data, but it is used on a case-by-case basis to inform project development and monitor the performance of mitigation measures.

Emerging Action Plan



The Fenland Transport Strategy will be delivered by several different schemes over time. This section identifies those schemes.



Emerging Action Plan

Development and Delivery of this Emerging Action Plan will be monitored, and the plan will be reviewed annually.

Active Travel will play key a role in the delivery of the Fenland Transport Strategy. Our vision for a connected active travel network across Cambridgeshire is set out in Cambridgeshire's Active Travel Strategy. The Fenland map of such schemes is shown on page 81.

Please see the map on page 82 for initiatives that the CPCA have included in their draft LTCP.

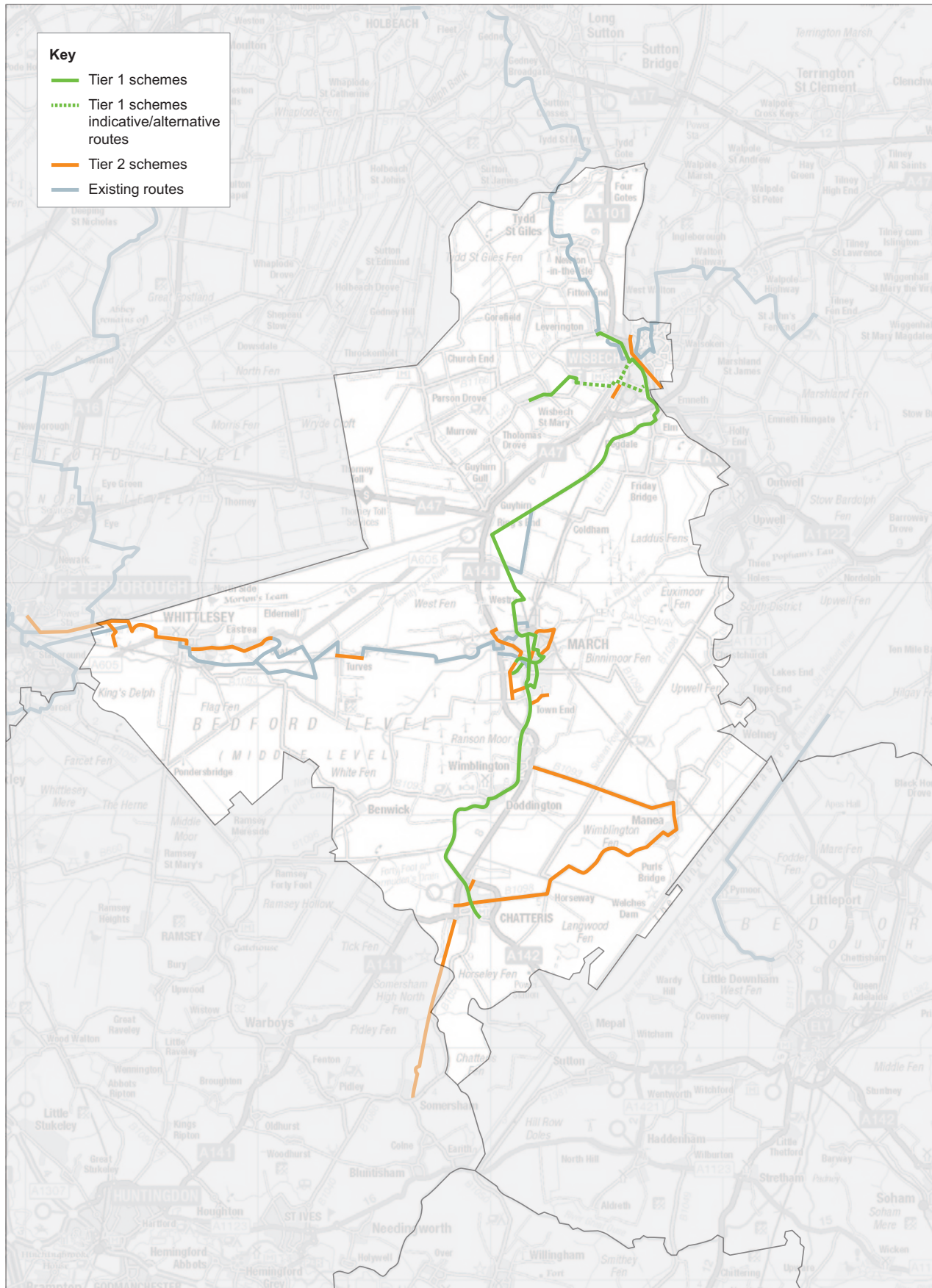
The Emerging Fenland Action Plan contains both strategic studies and identified schemes and these are broken down in the Emerging Action Plan below, which is organised into strategic study or district-wide schemes and then by market town and rural area.

Active Travel schemes for Fenland are also identified in the Fenland Cycling, Walking and Mobility Aid Improvement Strategy⁷³. All strategies should be read together for a full picture of all transport schemes for Fenland.

All new schemes will need to align with the CCC Climate Change and Environment Strategy, including its commitment to 'doubling nature'. A carbon assessment of all schemes will also need to be undertaken.

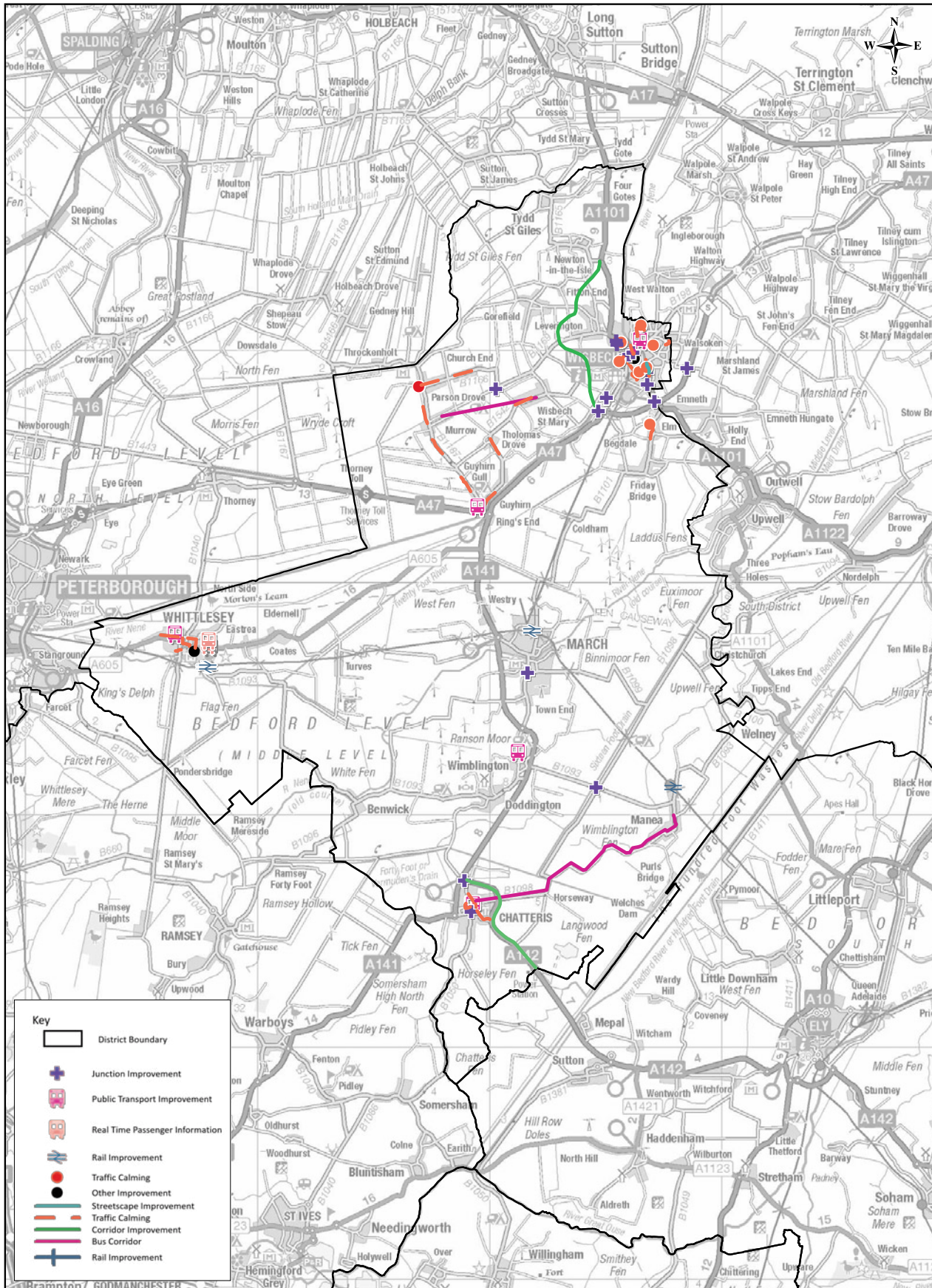
All schemes must embrace the Vision Zero and Safe Systems approach from design through to delivery.

Fenland active travel network map



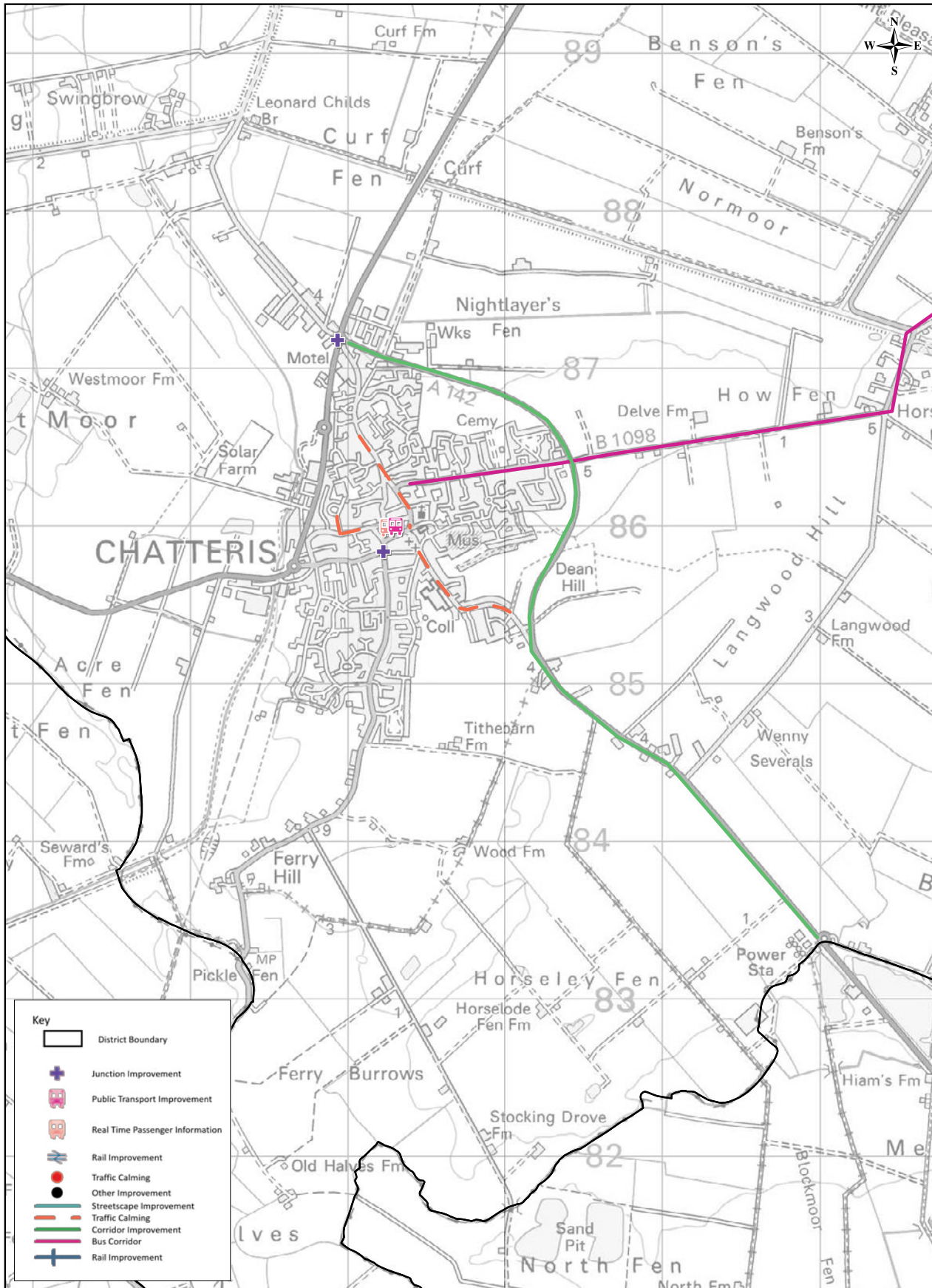
Draft CPCA LTCP initiatives





Scale (at A3): 1:27893 Centred at: 540965,298532 Date: 22/07/2022 By: fp598
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<i>ID</i>	<i>Location</i>	<i>Description</i>	<i>Scheme type</i>
FTS001	Cambridgeshire wide	Work in partnership with local communities to make the option of 20mph zones more widely available, and easier to obtain	(From Corporate Priorities)
FTS002	District wide	Roll out of civil parking enforcement across the Fenland District	Ongoing project
FTS003	District wide	Investigation and promotion of car clubs in Fenland	Investigation study
FTS004	District wide	Lobby for rail service improvements at the Fenland Stations – frequency and hours of operation	Partnership working
FTS005	District wide	Lobby train companies to introduce stop at Cambridge North	Partnership working
FTS006	District wide	Engage with bus service operators and the CPCA to improve bus services	Partnership working
FTS007	District wide	Identify s106 funding to pump prime market town bus services (e.g. circular town bus route type services such as Hopper)	Ongoing project
FTS008	District wide	Investigation into installation of electric vehicle charging points of various types in car parks and on street. Working with CPCA and FDC	Investigation study
FTS009	District wide	Work with Fenland District Council to support transition to ULEV taxis and electric taxis	Investigation study
FTS010	District wide	Work with the CPCA to investigate the possibility of e-bike hire schemes across the district	Investigation study
FTS011	Bus link between Chatteris and Manea	Bus shuttle to tie up with railway timetable – highlighted in the CA Chatteris Market Town Masterplan	Investigation study



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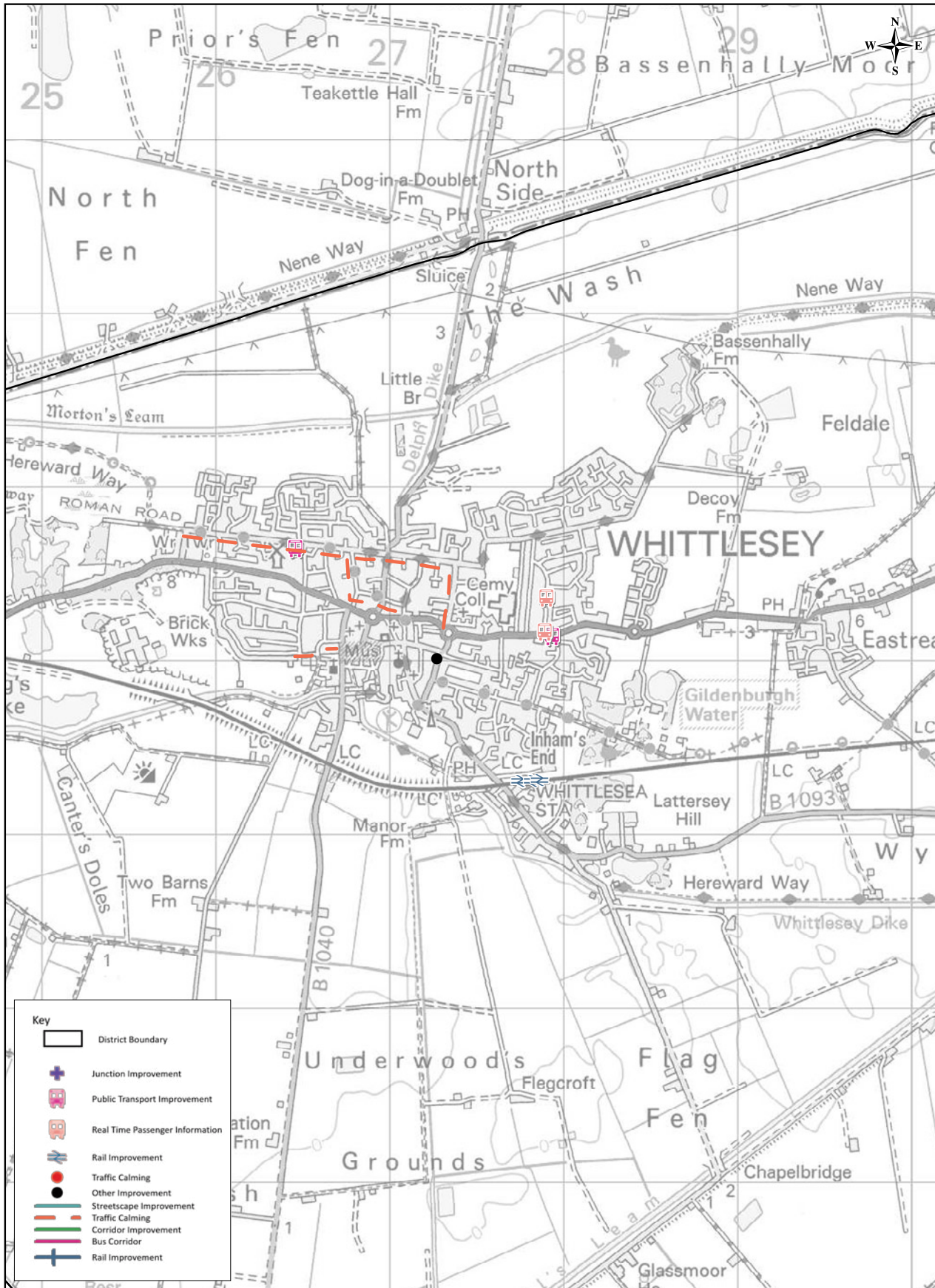
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<i>ID</i>	<i>Location</i>	<i>Description</i>	<i>Scheme type</i>
FTS012	Chatteris, key locations in the town centre	Identify locations for new Real Time Passenger Information (RTPI) display(s)	Investigation study
FTS013	Chatteris, key locations in the town centre	Investigations into bus stop improvements in Chatteris	Investigation study
FTS014	Chatteris, High Street	Investigations into traffic calming in Chatteris	Investigation study
FTS015	Chatteris, West Park Street/ Huntingdon Road/Victoria Road Junction	Introduction of traffic signals	Project
FTS016	A141/A142 roundabout crossing	Junction improvement. Safety scheme requested through Fenland Transport Strategy. Linked to the A141 and A142 Strategic Study	Investigation study
FTS017	Chatteris	Improved bus service linking Chatteris hospitals	Investigation study
FTS018	Wenny Road (Cromwell College)	Investigate options for 20mph school zone	Investigation study
FTS019	Burnsfield Street (Kingsfield Primary)/Station Street (link path)	Explore options to limit vehicle access to Burnsfield Street during peak (school run) times	Investigation study
FTS020	Burnsfield Street (Kingsfield Primary)/Station Street (link path)	Explore option for 20mph school zone on Station Street	Investigation study
FTS021	Chatteris A142/A141 Slade End roundabout	Investigation into capacity and safety improvements	Investigation study
FTS022	Chatteris, key locations in the town centre	Public transport promotion	Promotion

March

Note that the March Area Transport Study and March Future High Street Fund schemes are currently being delivered.

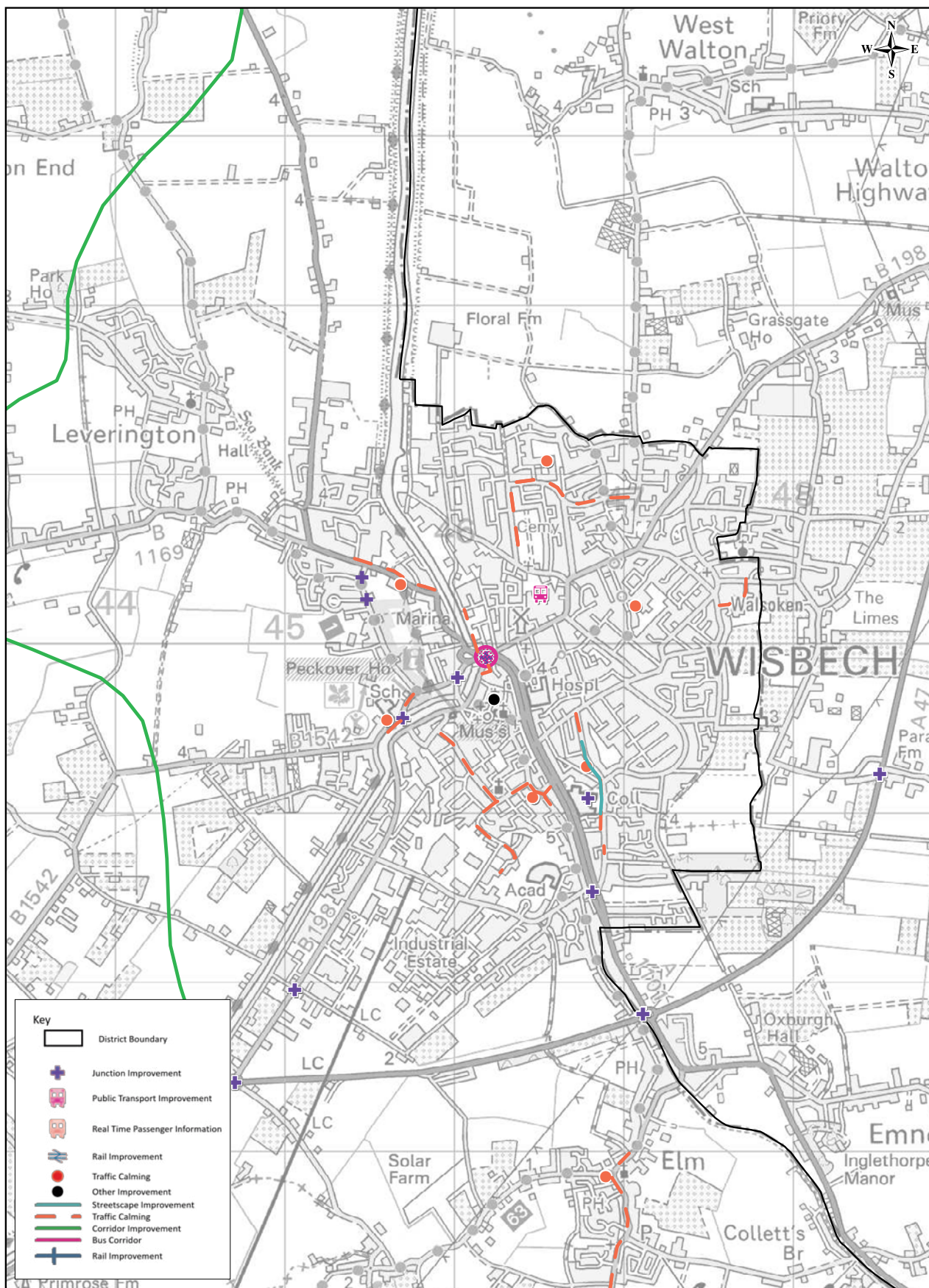
<i>ID</i>	<i>Location</i>	<i>Description</i>	<i>Scheme type</i>
FTS023	March Northern Link Road between Hostmoor Avenue and Elm Road	Highway improvements	Project
FTS024	March, rail station	Railway station masterplan and interchange improvements	Project
FTS025	March, Burrowmoor Rd, outside primary school	Investigation into traffic calming	Investigation study
FTS026	B1101 High Street/St Peters Road junction, March	Upgrade traffic signals to cater for right-turning traffic better	Project



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<i>ID</i>	<i>Location</i>	<i>Description</i>	<i>Scheme type</i>
FTS027	Whittlesey, key locations in the strategy area	Town-wide bus service	Investigation study
FTS028	Whittlesea rail station	Improve facilities at rail station – potentially to include toilet facilities	Project
FTS029	Whittlesea, rail station	Public transport scheme – bridge over platforms to allow quicker boarding of trains at south platform, and avoid wait at level crossing and provide a safe crossing place	Project
FTS030	Whittlesea, rail station	Public transport scheme – lengthen platforms to allow all train doors to open at Whittlesea rail station	Project
FTS031	Whittlesea, rail station	Public transport scheme – explore proposals for a parkway station for Peterborough at Whittlesea rail station	Project
FTS032	Whittlesey, Eastrea Road	Public transport improvement – Provision of a bus stop/improvements at Eastrea Road at east end of Whittlesey	Investigation study
FTS033	Whittlesey, Stonald Road	Public transport improvement – Provision of a bus stop/improvements at Stonald Road if a service is provided	Investigation study
FTS034	Whittlesey, Eastrea Road (Sainsbury's)	Hopper Bus Stop infrastructure contribution (Whittlesey Town service)	Project
FTS035	Whittlesey, Victory Avenue Bus Stop	Installation of Real Time Passenger Information (RTPI) display(s)	Project
FTS036	Whittlesey, key routes around Whittlesey	Public Transport Schemes – information, signs, timetables	Project
FTS037	NCN63 Stonald Road	Explore options to reduce traffic speeds, including 20mph zones and safety cameras	Investigation study
FTS038	Plough Road/Hallcroft Road/Park Lane (Park Lane Primary)	Explore options for 20mph school zone (Park Lane)	Investigation study
FTS039	NCN63 Windmill Street/Gracious Street/High Causeway	Review issue of parked cars blocking footpaths	Investigation study
FTS040	Bassenhally Road/Drybread Road (Aldermans Primary)/Coronation Avenue	Explore potential for traffic calming on Bassenhally Road	Investigation study
FTS041	Whittlesey, junction with Mill Road, Eastgate, Cemetery Road and Inhams Road	Study to consider HGV movements and whether improvements are needed. Potentially included as part of a wider Whittlesey study	Investigation study
FTS042	Whittlesey	Park and Ride to Peterborough	Investigation study



<i>ID</i>	<i>Location</i>	<i>Description</i>	<i>Scheme type</i>
FTS043	Throughout Wisbech	Improve HCV route signage	Investigation study
FTS044	Edge of Wisbech, in proximity of A47	Feasibility study to investigate establishment of lorry parks on the edge of Wisbech	Investigation study
FTS045	Wisbech Western Link Road (Northern Section)	Road to provide another link north south in Wisbech. Part of the Wisbech Access Study	Investigation study
FTS046	A47 Wisbech junction capacity improvements package A47 / Broad End Rd Wisbech – priority junction replaced by roundabout	A47 / Broad End Rd Wisbech priority junction replaced with a roundabout. Part of the Wisbech Access Study	Project
FTS047	A47 Wisbech junction capacity improvements package A47 / A1010 Elm High Rd Roundabout, Wisbech	A47 / A1101 Elm High Rd roundabout. Part of the Wisbech Access Study	Project
FTS048	Wisbech southern access road	Highways Improvements. Part of the Wisbech Access Study	Project
FTS049	Wisbech, College of West Anglia Isle Campus	Investigate access issues at College	Investigation study
FTS050	Wisbech, Railway Road, Fundrey Road, Victoria Road, Queens Road	Speed reduction measures around Railway Road, Fundrey Road, Victoria Road and Queens Road	Investigation study
FTS051	Wisbech, North Brink/Chapel Road junction	Parking study – restricting parking at peak times near junction of North Brink and Chapel Road	Investigation study
FTS052	Wisbech, Waterlees Ward: Bath Road/St Michaels Avenue/Ollard Avenue	Consider introduction of ‘home zone’ type measures in Waterlees Ward specifically Bath Road/St Michaels Ave, Ollard Avenue area	Investigation study
FTS053	Wisbech, Old Market / Chapel Road junction	Investigate operation of Old Market / Chapel Road junction	Investigation study
FTS054	Wisbech, near schools	Investigation into traffic calming around schools in Wisbech	Investigation study
FTS055	Wisbech, key bus stops	Investigations into bus stop improvements in Wisbech	Investigation study
FTS056	Bus services in Wisbech serving A47/Cromwell Rd, Wisbech	Towards the extension and enhancement of the existing bus and community transport services that service the site	Investigation study
FTS057	Wisbech Western Link Road (Southern Section)	Road to provide another link north south in Wisbech. Dependant on scheme. Part of the Wisbech Access Study	Investigation study
FTS058	New River Crossing, Wisbech	New River crossing near the A47/Cromwell Road Roundabout. This scheme is linked to the Western Link Road southern section scheme. Part of the Wisbech Access Study	Investigation study
FTS059	Freedom Bridge Roundabout Improvements, Wisbech	Investigate improvements to the operation of the roundabout for all users and improve safety. Part of the Wisbech Access Study	Investigation study

<i>ID</i>	<i>Location</i>	<i>Description</i>	<i>Scheme type</i>
FTS060	Wisbech Bus Station to Freedom Bridge Roundabout Improvement	Improve access into and out of the bus station and improvements to the bus station. Part of the Wisbech Access Study	Investigation study
FTS061	A47 Wisbech junction capacity improvements package A47 / Cromwell Road Roundabout Upgrade, Wisbech	Investigate improvements to the operation of the roundabout for all users and improve safety. Part of the Wisbech Access Study	Investigation study
FTS062	New Bridge Lane/ Cromwell Rd signalisation, Wisbech	New signalisation. Part of the Wisbech Access Study	Project
FTS063	Elm High Road Weasenham Land Roundabout	Roundabout. Part of the Wisbech Access Study – also being investigated by National Highways	Project
FTS064	NCN63 Old Market Place / Chapel Road / Harecroft Road	Explore opportunity to reduce junction width or provide ped island on Pickards Way and Summerfield Close	Investigation study
FTS065	Leverington Road (Peckover School) / Chapel Road path link	Explore 20mph school zone outside Peckover School	Investigation study
FTS066	Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	Review parking provision and HCV park/waiting area to reduce on street parking or parking on footpath on Nene Parade (port area)	Investigation study
FTS067	Chapel Road / North Brink (Wisbech Grammar)	Explore potential for 20mph school zone	Investigation study
FTS068	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	Explore options for 20mph school zone at Elm School including along West Street	Investigation study
FTS069	Churchill Road / Ramnoth Road (Ramnoth Primary)	Explore potential for 20mph school zone on Ramnoth Road	Investigation study
FTS070	Market Place, Wisbech	Improve safety/conflict with cars and town centre area improvements	Investigation study
FTS071	NCN63 Beechwood Road / St Michaels Avenue (Orchards Primary) / Bath Road	Explore potential for 20mph school zone (Orchards Primary)	Investigation study
FTS072	A47 Wisbech junction capacity improvements package A47 / A1010 Elm High Rd Roundabout	A47 / A1101 Elm High Rd roundabout. Part of the Wisbech Access Study – also being investigated by National Highways	Project
FTS073	High Road – Wisbech St Mary	Investigate reduction in speed limit	Investigation study
FTS074	Better connectivity between Murrow and Wisbech St Mary – feeder buses to existing services		Investigation study
FTS075	Churchill Road / Ramnoth Road (Ramnoth Primary)	Review wayfinding signage	Investigation study

Villages and rural

ID	Location	Description	Scheme type
FTS076	Guyhirn – school	Safety improvements to consider physical build outs at the school to slow passing traffic	Investigation study
FTS077	Gull Road – Guyhirn	investigate reduction in speed limit	Investigation study
FTS078	Manea Station	Rail Station Improvement	Project
FTS079	Swan Bridge	Safety improvements, Murrow Bank, The Bank, the Bridge	Investigation study
FTS080	Murrow Bank – Murrow	Investigate reduction in speed limit	Investigation study
FTS081	Block Fen roundabout to A141	Road Safety Improvements	Investigation study
FTS082	Wisbech, rural locations around Wisbech	Investigation into Public Transport Improvement – rural interchange. Investigate rural interchange locations such as Guyhirn	Investigation study
FTS083	B1166 Leverington Common crossroads, Bellamys Bridge	Re-align approach to crossroads to reduce risk of overshooting junction	Investigation study
FTS084	Sixteen Foot Bank B1098 at junction with Manea Road B1093	Change crossroads – options assessment being undertaken. Some carriageway surfacing works undertaken this year as part of Boot's bridge scheme but this relates to possible realignment	Project
FTS085	High Road – Tholomas Drove	Investigate reduction in speed limit	Investigation study
FTS086	Wimblington: March Road, south of Honeymead Road	Bus stop improvement	Investigation study
FTS087	Elm Village	20mph zone	Project
FTS088	B1101	B1101 – review speed limit possible 20mph zone	Investigation study
FTS089	Villages and Rural	Investigations into demand responsive transport or similar, linked to public transport interchanges including rail stations	Investigation study
FTS090	Parsons Drove and Church End	Investigations into speed reductions	Investigation study

Strategic studies

ID	Location	Description	Town / village	Lead org.
FTS091	District Wide	Studies to identify further gaps in transport accessibility not currently identified in the action plan – building on the evidence in the Fenland Accessibility Report.	District wide	CCC and FDC
FTS092	Wisbech	Wisbech Access Strategy Phase 2 and 3. Linked to the LTCP, schemes to deliver growth in Wisbech. Related Schemes:FTS057 FTS058, FTS059, FTS060, FTS061, FTS062, FTS063	Wisbech	CPCA–LTCP
FTS093	Wisbech	Investigation into new pedestrian and cycle river crossings	Wisbech	CCC
FTS094	March	Investigation into new pedestrian and cycle river crossings	March	CCC
FTS095	A605 Whittlesey Access	Investigation to traffic movements around Whittlesey with a focus on the A605. Seek ongoing improvements to transport, specifically east-west connectivity and access to industrial areas, taking a multi modal approach, including active travel and safety	Whittlesey	CCC
FTS096	March-Chatteris-Somersham-St Ives	Rapid transit system north-south through Fenland linked with Guided Busway at St Ives, potentially using disuse railway via Somersham to Chatteris and March and then Wisbech. It is likely that the first stage of work would be a high level feasibility study	Various	CCC
FTS097	A141 North Study – Guyhirn to B1514 A1123 roundabout	A study investigating potential improvements to the A141 from Guyhirn roundabout to the B1514 A1123 roundabout. A multimodal approach will be taken with a focus on safety. Related schemes FTS016, FTS021, FTS081	Various	CCC
FTS098	A142 Study	A study investigating potential improvements to the A121 from the A141/A142 roundabout Chatteris to Newmarket roundabout. A multimodal approach will be taken with a focus on safety. Mainly in East Cambs but some of the route is in Fenland near Chatteris	Various	CPCA–LTCP LTCP
FTS099	A47 capacity improvements, Thorney bypass to Walton Highway	Highway Improvements – led by the CPCA	Various	CPCA–LTCP

<i>ID</i>	<i>Location</i>	<i>Description</i>	<i>Town / village</i>	<i>Lead org.</i>
FTS100	Wisbech Garden Town Studies	CPCA lead Wisbech Garden Town Studies	Wisbech	CPCA–LTCP
FTS101	Wisbech Market Town Programme	CPCA lead Wisbech Market Town Programme	Wisbech	CPCA–LTCP
FTS102	Fenland Stations Regeneration	Some projects that are part of this programme have been delivered or are in delivery. Small elements are listed in the above action plan under the relevant area. Related schemes: March FTS024, Whittlesea FTS028, FTS029 FTS030 FTS031, Manea FTS078	Various	CPCA–FDC–LTCP
FTS103	March Market Town Programme	CPCA lead March Market Town Programme	March	CPCA–LTPC
FTS104	March Area Transport Study (MATS)	Some elements of this have been delivered.	March	CPCA–LTPC CCC
FTS105	March to Wisbech rail reinstatement – reopening potential light rail	Rail improvement – led by the CPCA	Various	CPCA–LTPC
FTS106	E-scooter trial and E-bike expansion	E-scooter and E-bike hire scheme expansion	Draft LTCP Regionwide initiatives	CPCA LTPC
FTS107	Bus reforms – Enhanced Partnership and Franchising	Bus reform	Draft LTCP Regionwide initiatives	CPCA LTPC
FTS108	ZEBRA – Zero Emission Buses		Draft LTCP Regionwide initiatives	CPCA LTPC
FTS109	Active Travel Scheme	Action Plan of schemes available in Cambridgeshires Active Travel Strategy	Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS110	EV Charging Schemes and Outcomes from Alternative Fuel Strategy		Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS111	Demand Responsive Transport	Related schemes: FTS082, FTS089	Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS112	Bus Reform Task Force		Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS113	Digital Connectivity		Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS114	Vision Zero – including 20 is plenty	Note some specific 20mph schemes have been highlighted in the location specific elements of the action plan. Related scheme FTS001	Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC

<i>ID</i>	<i>Location</i>	<i>Description</i>	<i>Town / village</i>	<i>Lead org.</i>
FTS115	First and last mile (including freight)	First and last mile transport solution	Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC
FTS116	Heavy Commercial Strategy	Note CCC have a HGV policy link provided in main strategy section	Draft LTCP Regionwide initiatives	CPCA LTPC CCC and FDC

References and hyperlinks

- 1 <https://cambridgeshireinsight.org.uk/wp-content/uploads/2022/07/Census-2021-first-results-report-040722.pdf>
- 2 <https://cambridgeshireinsight.org.uk/wp-content/uploads/2022/07/Census-2021-first-results-report-040722.pdf>
- 3 https://cambridgeshireinsight.org.uk/population/report/view/f7de925f5608420c825c4c_0691de5af2/E07000010/
- 4 <https://cambridgeshireinsight.org.uk/jsna/published-joint-strategic-needs-assessments/>
- 5 <https://www.sustrans.org.uk/national-cycle-network/>
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